VESSELS' DAMAGES ESTIMATE $80,000

Cricket and Glenroy Probably Will Be Docked Today Preparatory to Repairs.

INSPECTORS MAKE REPORT

Much of Cargo in Holds Expected to Be Unharmed—Two Canaries Perish but One Found Singing. Chickens Escape, Too.

Pending instructions from owners and underwriters the Royal Mail liner Glenroy and the steam schooner Cricket, damaged yesterday in the fire that destroyed Columbia Dock No. 2 and Montgomery Dock No. 1, will be shifted today to prepare for repairs, the Glenroy to the North Bank dock and the Cricket to Couch-street dock. Captain L. Veysey, Lloyd's surveyor, made an offhand estimate of the damage to the Glenroy at $20,000 and Captain McNaught, representing the San Francisco Board of Marine Underwriters, said the Cricket damages might reach $60,000.

A complete report of the matter was cabled to the Royal Mail Steam Packet Company last night and it is expected that most of the repairs will be made here, as the vessel cannot proceed without a large amount of work. The machinery in both vessels is intact.

From forecastle to poop on the deck of the Glenroy are strewn remnants of what were once deckgear, the forward house of the superstructure being almost wiped out with the bridge. Captain Veysey after an inspection of the side of the ship said that while there were plates "crimped" he did not regard the damage sufficient to warrant their removal.

Small After-Blaze Reported.

Fire was reported in the afterhold at 11 o'clock yesterday morning, but it was quickly extinguished. None of the cargo below was injured, except by water.

Captain Holman, of the Glenroy, remained aboard until the last person left the vessel, those not jumping into the water having slid to the barge on the starboard side.

When the flames reached the bridge a small magazine there, containing blue lights, exploded, and while there was a loud report, it did little damage. Two canaries on the Glenroy met death, but one belonging to J. Jeffrey, steward, was singing merrily when his room was opened after the fire, while a coop of chickens aft emerged with feathers intact.

It is estimated that the Glenroy, which was built in 1901, is valued in England at from $135,000 to $140,000, or would be held in this country for probably $200,000.

On the steamer Cricket about a dozen of her crew huddled about the forecastle yesterday, viewing a sight that was not at all pleasing, for one of the finest steel steam schooners on the Coast that made her first voyage April 1, 1913, was a mass of charred steelwork. The deck was strewn with countless hoops that formerly bound barrels of asphalt and several drums that had been filled with gasoline. She was swept clean aft to her house and her bridge had about as little semblance of the original structure as did that of the Glenroy.

4000 Barrels of Asphalt Carried.

Edward Beck, third mate, said the vessel berthed at Montgomery Dock No. 1 at 8 o'clock Wednesday night to discharge a shipment of sulphur and was to have dropped down to the Barber Asphalt Company's dock to unload 4000 barrels of asphalt, and that when the fire started there was no time in which to get the ship away and 1400 barrels of asphalt on deck were ablaze almost immediately. Two men went over the side and were picked up by the harbor patrol. The fireboat David Campbell got a line aboard the Cricket after she began drifting from her berth and tried to tow her away from the line of docks. There were from 10 to 15 drums of gasoline on deck and they were responsible for small explosions. Captain John Wehman and remaining members of the crew got away in a lifeboat.

The Cricket's deck was bady warped, and while two cars of sugar in the hold are thought to have been damaged, considerable stuff is expected to be discharged in fair condition. Harbormaster Speier took temporary charge of the vessel last night and placed one of his men aboard to maintain required lights.

OFFICES TO BE ON DOCK NO. 1

Commission Makes Electric Contract for Three-Year Period.

Sebinger Bros. are to build offices for the Commission of Public Docks at Municipal Dock No. 1, having been awarded a contract at yesterday's meeting on a bid of $1995. A temporary wall of corrugated iron at the north end of the first unit is to be built by A. W. Horn for $310. Bids were opened for heating that dock, as well as the Stark-street landing, but an award was deferred.

The Commission debated on the length of time a contract should be entered into with the Portland Railway, Light & Power Company for lights and electric power, the City Attorney having advised that it should be for a period of one year so as to terminate when the city contract did. Commissioners Selling and Kellaher were of the same mind, but Commissioners Mulkey, Burgard and Moores said bids were asked for three years and they accordingly carried a motion for that length of time. Arrangements were made for full fire protection and the employment of temporary watchmen on dock No. 1. The Pacific States Telephone & Telegraph Company applied for space on dock No. 2, to be built on the East Side, to be used as a cable house. It was decided to ascertain if the Home Telephone & Telegraph Company also desired space before taking action.

News From Oregon Ports.

COOS BAY, Or., March 12.—(Special.)—The steamship Breakwater crossed the bar from Portland last night. She had a smooth voyage and brought much freight and 95 passengers.

The steam schooner Adeline Smith arrived today from San Francisco.

The gasoline schooner Randolph is en route from the Rogue River to Portland and Astoria to secure cannery supplies for the Wedderburn salmon cannery.

The Interocean Transportation Company announces the Nann Smith and Redondo will give Coos Bay three-and-a-half-day freight and passenger service between Coos Bay and San Francisco, commencing March 14.

The North Bend Manufacturing Company is preparing a cargo of sash and doors for the next sailing of the A. M. Simpson. The manufactured goods are to fill orders from Los Angeles and will be delivered at San Pedro.

ASTORIA, Or., March 12.—(Special.)—The Encore arrived today after a trip of 47 days from Callao and will wait here for orders from her owners.

The Mary Olson arrived from Portland today with a hold cargo of grain and left for Knappton to take on a deckload of lumber.

The lighthouse tender Manzanita returned last night from setting buoys at Grays and Willapa harbors. She is taking on fuel today and it is understood will do some work at the mouth of the river.

Marine Notes.

A. N. Smith has assumed command of the river steamer Beaver, supplanting Victor Dagerstedt temporarily.

Passengers aboard the steamer Beaver when she sailed for California yesterday afternoon numbered 150. The vessel carried 2648 tons of cargo. The steamer Rose City is due today with 1200 tons of cargo, including 16 cars of oranges.

Owing to the absence of members from the city the regular meeting of the Port of Portland Commission was not held yesterday afternoon. A session will probably be called about March 23.

To start her lumber cargo, the steamer Yosemite left for Rainier last night and finishes at St. Helens. The steamer Willamette left from Linnton to load lumber at Westport and Wauna. The steamer Daisy Freeman arrived at Inman-Poulsen's from St. Johns and the Celilo proceeded to Astoria from St. Helens.

Captain Haskins, of San Francisco, has reached the city to look after the steamer Monarch, which is to be lifted on the Oregon drydock for inspection before being equipped for the journey to the Golden Gate, having been sold by Captain E. W. Spencer.

Coming from Callao, the schooner Encore was towed into the river yesterday, completing the voyage in 47 days.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Rose City	Los Angeles	Mar. 13
Breakwater	Coos Bay	Mar. 15
Yucatan	San Diego	Mar. 15
Alliance	Eureka	Mar. 16
Bear	Los Angeles	Mar. 18
Beaver	Los Angeles	Mar. 23
Roanoke	San Diego	Mar 25

TO DEPART.

Name.	For	Date.
Yale	S. F. to L. A.	Mar. 13
San Ramon	Los Angeles	Mar. 13
Harvard	Coos Bay	Mar. 14
Rose City	Los Angeles	Mar. 17
Breakwater	S. F. to L. A.	Mar. 18
Alliance	Eureka	Mar. 18
Yucatan	San Francisco	Mar. 18
Bear	Los Angeles	Mar. 22
Roanoke	San Diego	Mar. 22
Beaver	Los Angeles	Mar. 27

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glenroy	London	In port
Crown of Toledo	Glasgow	Mar. 15
Cardiganshire	London	Mar. 23
Radnorshire	London	Apr. 20
Sudmark	Hamburg	Apr. 30
Den of Ruthven	London	May 15
Hoerde	Hamburg	May 23
Glenlochy	London	June 10
Segovia	Hamburg	June 24
Carnarvonshire	London	July 1
C. Ferd Laeisz	Hamburg	July 30
Andalusia	Hamburg	Aug. 28

Name.	For	Date.
Glenroy	London	Indeft
Cardiganshire	London	Mar. 23
Radnorshire	Hamburg	May 1
Sudmark	Hamburg	May 4
Den of Ruthven	London	May 22
Hoerde	Hamburg	May 28
Glenlochy	London	June 10
Segovia	Hamburg	June 29
Carnarvonshire	London	July 8
Andalusia	Hamburg	Aug. 5
C. Ferd Laeisz	Hamburg	Aug. 28

ALASKAN SERVICE.

Name.	For	Date.
J. B. Stetson	Skagway	Mar. 18
Thos. L. Wand	Skagway	Mar. 23
Quinault	Skagway	Mar. 30

DUE FOR INSPECTION.

Vessel.	Location.	Date.
Str. Paloma	Portland	Mar. 13
Gas sch. Della	Portland	Mar. 13
Gas. sch. Efin	Portland	Mar. 13
Str. Hercules	Portland	Mar. 14
Str. Resolute	Portland	Mar. 15
Str. Alliance	Portland	Mar. 17
Str. C. of Vancouver	Vancouver	Mar. 18
Str. Diamond O	Portland	Mar. 19
Str. Bailey Gatzert	Portland	Mar. 20
Str. Cascades	Portland	Mar. 22
Str. W. S. Mason	Portland	Mar. 22
Str. Gamecock	Portland	Mar. 26
Str. R. Miler	Astoria	Mar. 31

Movements of Vessels.

PORTLAND, March 12.—Arrived—Steamers Willamette and Yosemite, from San Francisco. Sailed—Steamer Beaver, for San Francisco and Los Angeles; steamer Celilo, for San Diego and way ports.

Astoria, March 12.—Sailed at 4 A. M., steamer Roanoke, for San Diego and way ports. Left up at 8 A. M., schooner Samar. Arrived at 9 A. M., schooner Encore, from Callao.

San Francisco, March 12.—Arrived at 10 A. M., steamer Oleum, from Portland. Arrived at 11 A. M., steamer Yucatan, from San Diego. Sailed at noon, steamer Bear, for San Pedro; at 2 P. M., steamer Maverick, for Portland.

Coos Bay, March 12.—Arrived last night, steamer Breakwater, from Portland.

Monterey, March 12.—Sailed at 7 A. M., steamer W. S. Porter, for Portland.

Port San Luis, March 11.—Sailed—Steamship Catania, for Portland.

Astoria, March 11.—Arrived at 5 and left up at 6 P. M., steamer Willamette, from San Francisco. Arrived at 7 and left up at 8:30 P. M., steamer Yosemite, from San Francisco.

Seattle, Wash., March 12.—Arrived—Steamers Alki, Southeastern Alaska; El Segundo, Falcon, San Francisco; Minnesota, Hongkong. Sailed—Steamers Congress, for San Francisco; John A. Hooper, for Aberdeen.

San Francisco, March 12.—Arrived—Steamers Grace Dollar, from Coos Bay; Bandoin, from Bandoin; Shinyo Maru (Japanese), from Orient via Honolulu; Oleum, from Astoria. Sailed—Steamers Cowrie, for Tientsin; Coronado, for Grays Harbor; Chehalis, for Aberdeen.

Manila, March 12.—Arrived previously, steamer Seattle Maru, from Tacoma.

Perim, March 11.—Passed—Steamer Andalusia, from Portland, Or., for Hamburg.

Tides at Astoria Friday.

High.	Low.
1:31 A. M.....9.3 feet	8:03 A. M.....0.1 foot
1:51 P. M.....8.7 feet	8:10 P. M.....0.5 foot

Columbia River Bar Report.

NORTH HEAD, March 12.—Condition of the bar at 5 P. M., cloudy; bar, smooth; wind, south, 18 miles.

Marconi Wireless Reports.

(All positions reported at 8 P. M., March 12, unless otherwise resignated.)

Roanoke, Portland for San Francisco, 5 miles north of Cape Arago.

Rose City, San Francisco for Portland, 10 miles north of Umpqua River.

Senator, San Francisco for Seattle, 13 miles south of Columbia River.

Navajo, Grays Harbor for San Pedro, 18 miles south of Columbia River.

Admiral Watson, San Francisco for Seattle, 70 miles south of Cape Flattery.

Latoucha, Alaska ports fgor Tacoma, off Point Wilson.

Atlas, Ketchikan for San Francisco, off Ediz Hook.

Sierra, Honolulu for San Francisco, 478 miles from San Francisco, 8 P. M., March 11.

Sonoma, San Francisco for Sydney, 434 miles from San Francisco, 8 P. M., March 11.

Mongolia, San Francisco for Orient, 23 miles west of Honolulu, 8 P. M., March 11.

Matsonia, Honolulu for San Francisco, 1970 miles from San Francisco, at 8 P. M. March 11.

Thomas, San Francisco for Manila, 1805 miles from San Francisco at 8 P. M., March 11.

Drake, Seattle for San Francisco, 95 miles north of San Francisco.

General Hubbard, Columbia River for San Pedro, 5 miles south of Point Arena.

Catania, Port San Luis for Portland, 119 miles north of San Francisco.

Porter, Monterey for Portland, 51 miles north of San Francisco.

Henry Scott, San Pedro for Port Ludlow, off Pigeon Point.

Coronado, San Francisco for Grays Harbor, 54 miles north of Point Reyes.

Maverick, San Francisco for Portland, 70 miles north of San Francisco.

Centralia, Aberdeen for San Pedro, 127 miles south of Point Arena.

Bear, San Francisco for San Pedro, 80 miles south of Point Sur.

Wilhelmina, San Francisco for Honolulu, 461 miles from San Francisco.

Sierra, Honolulu for San Francisco, 103 miles from San Francisco.

Phelps, Port San Luis for San Francisco, 145 miles south of San Francisco.

Roma, Port San Luis for Vancouver, 25 miles north of Point Arena.

Kentra, Santa Rosalia for Corona, 70 miles southeast of Cape San Lucas, at 8 P. M., March 11.

Santa Rita, Panama for Port San Luis, 133 miles south of Port San Luis at 8 P. M., March 11.

Columbia, San Pedro for San Francisco, 10 miles west of Point Fermin.

Speedwell, San Pedro for San Diego, 30 miles south of San Pedro.

President, San Pedro for San Francisco, 284 miles south of San Francisco.

Desabla, Antofagasta for San Pedro, 65 miles south of San Pedro.

Hanalei, San Francisco for San Pedro, 12 miles west of Santa Barbara.

Barge 91 in tow tug Sea Rover, Grays Harbor for Gaviota, arrived Gaviota 6 P. M.

San Jose, San Francisco for Balboa, 574 miles south of San Francisco.

Yale, San Pedro for San Francisco, passed Point Hueneme at 6:30 P. M.

Georgian, San Francisco for Seattle, 305 miles north of San Francisco.

Argyll, Tacoma for San Diego, 230 miles north of San Francisco.

Umatilla, Seattle for San Francisco, 8 miles south of Blanco.

Asuncion, San Francisco for Vancouver, 206 miles north of San Francisco.

Farragut, Seattle for San Francisco, 210 miles north of San Francisco.

Herrin, Portland for Port San Luis, 316 miles south of Columbia River.

Redondo, 41 miles north of Blunts Reef lightship at 6 P. M.

Army Man's Shift Ordered.

OREGONIAN NEWS BUREAU, Washington, March 12.—Captain Robert M. Brambila, assistant quartermaster at Vancouver Barracks, under orders issued today, will be transferred to Seattle for similar duty.

NEWPORT LIFE SAVERS HAVE FINE NEW CRAFT

Boat With Capacity of 50 Passengers Is Built of Mahogany With Oak Trimmings and Has Auxiliary Chemical Light Impervious to Water.

NEW NEWPORT LIFEBOAT, UNDAUNTED, AND HER CREW ON BOARD.

NEWPORT, Or., March 12.—(Special.)—Newport citizens are as proud of the new United States lifesaving power boat as the Yaquina Bay crew that will use it. The city gave the Government a valuable waterfront lot for which it paid a tennant $500 to relinquish his lease and on this a new boathouse has been erected.

There has always been a bond of friendship between the city and the lifesavers. The lifesavers are an attraction to Summer visitors and give extra drills on holidays for their entertainment, receiving no remuneration for their work. Many residents have been on the crew in the past.

The new boat is 40 horsepower, makes 10 miles an hour, carries a crew of nine, has auxiliary sails, and will hold 50 passengers. It is 37 feet long with nine-foot beam, is self-righting and self-bailing if overturned and is the latest development for the purpose of saving life at sea. It is built of solid mohogany, brass and bronze, with white oak trimmings, and cost $7200. Besides lifepreservers and electric searchlight, it carries a chemical light for night work which water will not put out.

CANDIDACY MEANS PARTY UNIFICATION

Washington County Republicans Back R. A. Booth to Combine Factions.

BUSINESS MEN SUPPORT

Bankers, Merchants and Lawmakers Line Up for Senatorial Candidate as Logical Man to Halt Warring Sides.

HILLSBORO, Or., March 12.—(Special.)—Republicans generally in Oregon are looking to Robert A. Booth, of Eugene, to reunite the factions of the party, if the attitude of many prominent members of the party in Washington County may be taken as a criterion.

Several of these men interviewed prior to the announcement of Jonathan Bourne that he would not be a primary candidate expressed themselves strongly in favor of Mr. Booth and were anxious that Mr. Bourne should not enter the race. This feeling did not arise from any fear that Mr. Bourne might capture the nomination, but from a recognition of the fact that he has many supporters in the Republican ranks and a desire to promote unity by giving the unanimous primary indorsement of the party to Mr. Booth.

"I consider Bob Booth the one man in the State of Oregon best qualified to bring together the warring factions of the Republican party and gain success at the polls in November," said E. W. Haines, president of the First National Bank of Forest Grove. "His political record is clean and progressive and he is known all over the state as a man of high moral principles and sterling character."

Co-Worker Knows Man Well.

Mr. Haines is ex-State Senator from Washington County, and for one term was president of the State Senate. He served as State Senator with Mr. Booth, and recalls the latter as a man who always supported progressive though not fanatical legislation and who never allowed himself to be swayed by political expediency.

"Mr. Booth appeals to me as being the man who can bring the party together and make it possible for Republican Oregon to be represented in the United States Senate by a man attached to the principles of that party," said Charles O. Roe, prominent furniture dealer at Forest Grove and a member of the county central committee.

George Hancock, cashier of the First National Bank, ex-Sheriff of the county, is another man who is active in supporting Mr. Booth.

"If the Republicans of Oregon cannot get together on Mr. Booth and elect him to the United States Senate, there is no hope of ever securing a united party," declared Mr. Hancock. "Booth is a man who should meet the views, as nearly as they can be met, of Republicans of all shades of belief."

Another Banker Is Champion.

A. C. Shute, of the American National Bank, well known as a Progressive Republican, is ardently supporting the candidacy of Senator Booth. While on a business trip to Portland a month or two ago he became acquainted with Mr. Booth, and after a talk with the latter on political questions went back to Hillsboro an enthusiastic Booth supporter.

"Mr. Booth is a man of strong personality; the type of man who impresses one with his absolute sincerity as to the progressive ideas he advocates in his platform," remarked Mr. Shute. "He must appeal to the thinking voter with the best interests of the state and society at heart."

"I am very much in favor of Mr. Booth, and can be counted upon to support him with all the energy at my command until the last vote is counted in the November election," said W. D. Smith, Justice of the Peace.

E. B. Tongue, District Attorney for Washington County, who formerly occupied the same position for a district comprised of Clatsop, Columbia, Clackamas and Washington counties, is an out-and-out Booth man. The same is true of Thomas H. Tongue, Jr., his brother. Both expressed themselves as actuated by a desire to see Republicans in Oregon get together and elect a United States Senator. They are convinced that no better man can be found than Mr. Booth to undertake the task of bringing about party unity.

Senator and ex-Senator Aides.

Dr. W. D. Wood, present State Senator from Washington County, and W. N. Barrett, who formerly occupied that position, are active in supporting Mr. Booth's candidacy. "I was much pleased," said Mr. Barrett, "when Mr. Booth came out for the nomination, as it struck me he was about the best man that could be found to bring the Republican voters solidly together in support of the principles of their party.

"I don't think there is any question but that Mr. Booth can get the nomination against any opposition which might develop, and then he can be elected in November," was the statement of Dr. Wood.

Others in Hillsboro who strongly favor the candidacy of Mr. Booth include John W. Connell, general merchant; John Dennis, chairman Republican county central committee; Benton Bowman, attorney; B. P. Cornelius, ex-postmaster; B. W. Barnes, County Superintendent of Schools; E. B. Sappington, County Treasurer; John Nyberg, County Commissioner, and Edward Killen, publisher and editor of the Hillsboro Independent.

Papers Give Support.

Mr. Killen is actively supporting Mr. Booth's candidacy through his newspaper, and other papers of the county who have offered their support to Mr. Booth include the Forest Grove Times, A. E. Scott, editor; the Forest Grove Press, George Currey, editor, and the Beaverton Owl, Earl E. Fisher, editor.

Other prominent men in Washington County who express themselves as well impressed with what they have read and been told concerning Mr. Booth include B. F. Purdy, associated with Mr. Booth in legislative work, business man, Forest Grove; J. A. Thornbergh and W. W. McEldowney, president and cashier, respectively, of the Forest Grove National Bank; D. B. Reasoner, County Judge of Washington County; Charles Hancock, merchant of Cornelius; George Thyng, F. W. Cady and W. E. Pegg, business men of Beaverton; William Vallandingham, attorney of Hillsboro, and many others. Mr. Thornbergh was a strong Roosevelt supporter at the last election.

Washington is one of the few counties in the state in which Mr. Booth has not a large acquaintance, and there is an active demand that he go through the county and get acquainted, a thing which Mr. Booth contemplates doing in the near future. In the meantime the sentiment towards him is generally favorable, and those who do know him personally feel certain that a visit will have the effect of gaining many active supporters.

COURT HELD IN RESIDENCE

Judge, Jury, Attorneys et al., Going to Rose City Park Today.

Charles S. Wolverton, judge of the United States District Court, will hold court at the residence of Willene Agnes Booth, 636 East Sixty-sixth street, in Rose City Park today, this morning, taking with him the jury in the case of A. P. ("Mickey") Knox, with the attorneys, court stenographer and bailiff.

Knox was formerly in the jewelry business at The Dalles. He went into bankruptcy, and is now being tried on a charge of concealing assets. This is his second trial, the jury disagreeing in the first trial.

Willene Agnes Booth is the divorced wife of Herbert Knox, brother of the defendant. She is ill, and as her testimony is considered necessary by the Government, Judge Wolverton consented to transplant his court in order that it might be heard.

MR. DIECK PROMISES AID

Commissioner to Help Movement for Kenilworth Paving.

Commissioner Dieck, in an address before the Kenilworth Improvement Club Wednesday night, promised all the assistance he can give in the paving of Kenilworth streets and in making a fill across the ravine on Kenilworth avenue. Mr. Dieck said that as soon as the people of Kenilworth decide that they want their streets paved, plans and specifications will be prepared and an engineer will estimate the cost of the fill in Kenilworth avenue.

It is proposed to pave Gladstone avenue, which is 30 feet wide, from East Twenty-sixth to East Forty-second streets, and the cross streets from East Twenty-seventh to East Thirty-fourth streets. Petitions are being circulated under the auspices of the club.

PERSONAL MENTION.

C. R. Morris, of Eugene, is at the Carlton.

O. C. Ackerman, of Corvallis, is at the Oregon.

G. H. Weber, of Carlton, is at the Washington.

Mrs. E. M. Hopkins, of Salem, is at the Nortonia.

R. R. Wohnseidler, of New York, is at the Oregon.

Cort Hall, of Medford, is registered at the Imperial.

Dr. Thomas C. Ohmart, of Pendelton, is at the Oregon.

E. Sargeant is registered at the Oregon from Spokane.

Miss Maude McPherson, of St. Johns, is at the Nortonia.

Mr. and Mrs. Emil Melzer, of Baker, are at the Benson.

F. L. Waters, of Salem, is registered at the Carlton.

W. L. Goss, of Tacoma, registered at the Carlton yesterday.

Mrs. V. Lamointe, of Bermens Ferry, Idaho, is at the Carlton.

Fred W. Durbin is registered at the Washington from Salem.

C. W. Talmage, an attorney of Tillamook, is at the Imperial.

George F. Thompson, of Seattle, is registered at the Nortonia.

Miss Myrtle Marshall, of The Dalles, is stopping at the Nortonia.

H. W. Stanley registered at the Benson yesterday from Los Angeles.

Mr. and Mrs. R. C. Manning, of Vancouver, B. C., are at the Benson.

Mesdames W. Powell and J. Buckley, of Eugene, are at the Washington.

A. W. Burner is registered at the Washington from Multnomah Falls.

M. S. Woodcock, a banker of Corvallis, is registered at the Imperial.

Captain A. L. Bowman, of Vancouver, B. C., is registered at the Cornelius.

Tom S. Worden, of Klamath Falls, registered at the Imperial yesterday.

P. J. Brix and R. B. Magruder, of Astoria, are registered at the Multnomah.

Major H. L. Bowlby, State Highway Engineer, is registered at the Benson from Salem.

W. B. Toole, A. G. Schaefer, F. M. Burnside and E. G. Ford are registered at the Multnomah from Seattle.

Among the Oregon people at the Cornelius are: Percy W. Cotter, of Salem; A. H. McDonald, of Eugene; Mr. and Mrs. A. G. Sanders, of Salem, and Dr. Frank J. Brown, Paul W. Childers and Fred W. Wilson, of The Dalles.

Captain H. W. L. Holman, of the steamer Glenroy, and Captain W. Neve, of the steamer Cricket, are registered at the Multnomah, where they went early yesterday morning, having been driven from their vessels by the big dock fire.

Verdict for Minor Given.

OREGON CITY, Or., March 12.—(Special.)—M. M. May, a minor, was awarded $2500 this morning by a jury in the Circuit Court in a damage case against the Hawley Pulp & Paper Company.

May alleged that his leg was fractured September 2, 1913, through the company's negligence.

Portland's Building Directory

Board of Trade Building

Appraiser of Real Estate.
SIGLER, B. D. Main 1156.....820
Attorneys.
BEACH, SIMON & NELSON. Main 5128..709
HECKBERT, E. E. Main 7596, A 1032...1010
LANGLEY, LOTUS L. Main 8348.....1117
O'ROURKE, L. W. Marshall 5141..... 415
Brokers, Stocks, Bonds and Grain.
OVERBECK & COOKE CO. A 5331, Main 3942 216-218
Marble Works.
VERMONT MARBLE WORKS. Mar. 901.307
Real Estate.
AGATE BEACH LAND CO. Main 2010.. 213
BARRETT BROS. Main 6496 303
CLARK, GEO. KNIGHT. Main 3154...1017
WALLER, FRANK L. Main 8925.....1015
Stationery, Office Supplies and Printing.
KUBLI-MILLER CO. Main or A 2324.1 and 2

Chamber of Commerce Bldg.

Attorneys.
BAIN, JAMES R. Marshall 2444..... 821
BLAND, EUGENE. Marshall 5451.....823
DUNIWAY, RALPH R. Main 1535...529-531
HAINES, S. H. Main 8761..... 527
HAZEN, COOPER & MACKAY. Main 48 926
JOHNSON & STOUT. Main 3953.....1016
MOSESSOHN & MOSESSOHN. Main 6294.716
TIFFT, ARTHUR P. Main 427..... 710
UPTON, JAY H. Main 6294..... 715
WHEALDON, C. L. Main 1535..... 530
Civil Engineer.
M'GONIGLE, CHAS., engineer.....815
Insurance.
VINCENT, S. D. & CO. Main 1654..... 816
Real Estate.
DAVIDSON, I. G. Mar. 485, A 4352..... 819
KEASEY, DORR E. & CO. Main 1189....232
M'GRATH, E. A. Marshall 2209..... 628
STOUT INVESTMENT CO. Main 5129.. 723
SLAUSON, A. B. Main 9444..... 629

Lewis Building

Accountants.
GILLINGHAM, J. G. Marshall 717...413-415
Architects.
SUTTON & WHITNEY. Marshall 1021...912
Attorneys.
MOULTON, ARTHUR I. Marshall 246..312
WINTER, WILSON & JOHNSON. M. 4431 712
Bonds, Stocks, Grain and Cotton.
WILSON, J. C. & CO...A 4187, Mar. 3858
Builder and Real Estate.
SUMMERS, W. J. Marshall 3761...305-306
Consulting Engineers.
LUCIUS, W. W. Marshall 334.....816-317
REED, M. E. Marshall 677 614-617
General Insurance.
BURGARD, JOHN H. Main 688, A 1688...2
WHITMER-KELLY CO. Main or A 1008 3
Investments and Loans.
STIPE, J. R. Main 5101..... 408
Marine Insurance.
FIREMAN'S FUND INSURANCE CO... 209
Real Estate.
HARBOLT REALTY CO. Marshall 4200 710
NEUHAUSEN & CO., Irvington. M. 8078.703

Spalding Building

Attorneys.
ALEXANDER, GEO. R. Mar. 2420.....1001
GEBHARDT, ALBERT E. Main 1514... 611
SAWYER, HAROLD M. Marshall 2861.. 608
WALTON, JAMES, JR. Marshall 2420..1001
Consulting Engineer.
KYLE, G. A. Marshall 4111..... 718
Fruit Exchange.
NORTHWESTERN FRUIT EX. Mar.2484.418
Life Insurance.
COLUMBIA LIFE & TRUST CO.....909-924
Mortgage Loans.
BAIN, JOHN. A 7442, Main 6021.....507
Real Estate.
KING, FRED C. Main or A 3652..... 314
RIGGS, GEO. A. Marshall 2746, A 2489.1101
SEITZ, W. H. & CO. Main 6384..... 310

Yeon Building

Accountants.
ROBERTSON, KENNETH. Main 2558.1516
Attorneys.
ARNEST, G. C. Main 493.....1104-1105
CAREY & KERR. Main 672.....1410-14-2
CAREY, CHAS. H. Main 672.....1410-1422
CLARK, SKULASON & CLARK. M.5417.1234
COAN, RALPH A. Marshall 852..1311-1317
COHN, JULIUS. Main 2310, A 7202...1518
GRAHAM, SIDNEY J. Main 493..1319-1323
HARTJE, HENRY. Marshall 4887.....1118
HERBRING, KARL. Main 1501...1500-1503
JOHNS, CHAS. A. Main 838.....1306-1308
KERR, JAS. B. Main 672.....1410-1422
KLEPPER, MILTON REED. Mar. 547..1512
McARTHUR, C. N. Main 4237.....422-424
MALARKEY, SEABROOK & DIBBLE.. Main 1501, A 5212...1500-1503
MANNIX, THOS. Main 2310, A 7202..1519
MEINDL, FRED J. Main 2541, A 2541.1524
MOON & ORTON. Marshall 630... 925-929
MOORE, WILLIS S. Main 493....1319-1323
MOSER & M'CUE. Main 2541, A 2541..1524
PARKER, SHIRLEY D. Main 423.....1024
PEARCE, HARRY H. Marshall 852.1311-1317
RIDDLE, H. H. Main 5635.....522
SHEPARD & BROCK. Marshall 852...1311
SPENCER, OMAR C. Main 672...1410-1422
STOTT & COLLIER. Marshall 5078..608-610
SULLIVAN, R. A. Main 2810, A 7202..1519
WILLIAMS, W. A. Main 2541, A 2541..1524
WILSON, JOHN G. Marshall 852.1311-1317
Barber Shops.
MYRE, ROBT. W.....2d Floor
Billiard Hall.
M'CREDIE BILLIARDS .....2d Floor
Cigar Store.
BRADY & OLIVER.....Lobby
Collection Agencies.
REYNOLDS ADJUSTMENT SERVICE.1117
Contractors.
COWLITZ BRIDGE CO. Main 6705....1504
Court Reporters and Stenographers.
FLEXNER, VIVIAN, Main 1431, A 7279.1403
SAYRE, JULIA K. Main 1431, A 7279.1403
General Insurance.
RAWLINGS, L. V. Main 5263.....425-426
Insurance Adjusters.
M'DONALD, W. R. & CO. Mar. 2391.802-804
Real Estate.
CALLAN & KASER. Main 1633.....722-724
GUNTHER, H. Marshall 16.....404
M'FARLAND, FRANK, REALTY CO....309
MERRILL, GEO. W. Marshall 2858.....411
METCALF, LYLE S. Marshall 2432.....310
RAINEY, J. G.....1204
U. S. MORTGAGE & INV. CO.....512
WAGGONER, GEO. E.....805
WARD, THOS. J. Marshall 2858.....411

PURSER IS SHOWERED

FAREWELL RECEPTION GIVEN KENT W. CLARK, OF BEAVER.

Affable Bachelor Receives, Among Other Things, Silver Coffee Service on Return to Pacific Mail.

Kent W. Clark began his last trip to California yesterday afternoon as purser of the steamer Beaver, of the San Francisco and Portland fleet, and he was the recipient of a veritable farewell shower, as many friends remembered him. The affable purser is a bachelor, yet one of the presents was a silver coffee service that was given by officers and others of the Beaver's crew. Possessing an electric stove, the service was deemed a fitting addition. Mr. Clark returns to the Pacific Mail fleet as purser in the San Francisco-Oriental service.

Several individuals sent gifts and another was a kodak, on the back of which was stamped in gold "Kent W. Clark, Portland, Or., March 12, 1914." It was presented by Captain E. Francke, superintendent of the fleet, in Captain Mason's cabin, and accompanying it was the following letter:

To Kent W. Clark—In the desire to substantiate our appreciation and esteem for you as a gentleman and purser, we, the undersigned, ask you to accept this little token on the eve of your leaving a service in which you have made so many warm friends.

May the future bring to you all that you so well deserve, and may the camera's click remind you of

M. Talbot, Harry Strowbridge, Julius Friendly, Shad O. Krantz, W. E. Mahoney, Captain E. W. Mason, Captain J. Speier, Captain E. Francke, W. D. Wells, F. B. Wright.

NEW VESSEL AT ST. HELENS

Celilo Arrives to Load Lumber Cargo for San Diego.

ST. HELENS, Or., March 12.—(Special.)—The newest of the Charles R. McCormick vessels, the Celilo, came into port yesterday and is completing a load of lumber for San Diego.

This vessel was lately launched from the St. Helens shipyards and is to begin its second trip to southern ports.

SIGNALS TO BE UNIFORM

Railroads Propose Single Style of Crossing Warning.

Every railroad in the United States will have crossing signs of a uniform type if plans now being considered by the American Railway Engineering Association become effective. A meeting of the association will be held in Chicago next week, at which this subject, among others, will be considered.

This plan conforms with the general "Safety First" movement which is spreading through the railway organizations of the entire country. The growing use of the automobile also has emphasized the necessity of better crossing regulations.

Injury Case Up at St. Helens.

ST. HELENS, Or., March 12.—(Special.)—Judge Aikens, of the Circuit Court, is hearing the case of P. Salmi against the Columbia River & Nehalem Construction Company for personal injuries received from shock and destruction to property by blasting.

1/3 Cottolene

Use one-third less—and get better results at that.

ALSO a great money-saving and better health for the whole family.

These points, madam, are well worth your careful consideration and Cottolene, the pure cooking fat, with years of success and popularity to its credit, is well worth a thorough trial in your kitchen.

Try these SURPRISE BALLS

Form cold mashed potato into balls the size of an egg. With a spoon make a cavity large enough to admit a good teaspoonful of chopped and seasoned meat or chicken. Close up, dip in egg, roll in fine cracker crumbs and fry in deep Cottolene. Serve with a white sauce, using Cottolene instead of butter. Add a few chopped shrimps to the sauce; or, season the white sauce with paprika.

Begin today using Cottolene. Order a pail from your grocer; also send for your copy of our FREE Cook Book, Home Helps, a practical, helpful book every housewife will be glad to own.

THE N.K. FAIRBANK COMPANY
CHICAGO