Date Cost \$31,281,937.

pended from contributed funds.

River Improvements Costly.

Pacific Coast Shipping Notes.

CRAFT MAKE DASH TO SAVE CHARTERS

Pengreep, Siam and Hermion Racing Against Time.

CANCELLING DATES NEAR

Failure of Carriers to Make Ports Under Contract Terms Might Cause Crash of Rates.

Somewhere between San Diego, Cal., and San Francisco the British steamer Fengreep is bending every effort to reach Portland in time to save her charter, which expires at noon next

Somewhere between San Francisco and Vancouver, B. C., the Norwegian motorship Siam, with lining materials and a crew of liners aboard, is striving to reach the Canadian port before her charter expires Tuesday. Somewhere between Balboa and the Columbia river—just where cannot be determined, because she carries no

wireless-is the Norwegian steamer Hermion, steaming steadily for Portland, although her charter expired Thursday, Never before in the history of Pa-

cific coast shipping has such a flock of steamships raced with time against cancelling dates. Sailing vessels in years past have many times been so weather that they have arrived here too late to make their charters, but the British steamer D. A. D. G. 76, which arrived here last November, after having trouble with her machinery all the way from England, was the first steamship to miss her charter in recent years.

Liners Will Be Ready.

H. F. Kellogg, manager of Frank Voolsey & Co., representing Dowdell Woolsey & Co., representing Dowdell & Co., Limited, who in turn represent the owners of the British steamer Pengreep, is taking no chances with his vessel in the face of the recent break in the charter market. Captain J. H. Roberts, to whom has been awarded the contract for lining the Pengreep for wheat loading, yesterday was instructed to meet the vessel at Astoria with a crew of liners and at Astoria with a crew of liners and a supply of lumber and burlap, in or-der that no avoidable delay may re-

tard her.
A radio message from Captain Bickford, master of the Pengreep, to Mr. Kellogg stated that he expected to reach the Columbia river lightship at 5 A. M. Pebruary 15 if the present favorable weather continued. A sud-den storm might arise, however, or she might burst a steam pipe, or she might be delayed in the river by fog, so the liners will meet her at Astoria. Whether the charter of the steamer Hermion will be renewed or not has not been stated by Kerr, Gifford & Co. If the motorship Siam succeeds in making Vancouver in time to save her charter she will load 4000 tons of wheat there for Kerr, Gifford & Co., and will then come to Portland to complete her cargo.

Grain Charter Market Inert. Officials of the Northern Grain &

Warehouse company, charterers of the Pengreep, are confident that this ves-sel will reach Portland in plenty of time to retain her charter, and the Pacific Grain company says that the motorship Theodore Roosevelt, now en route from Honolulu to Tacoma with a part cargo of nitrates from the west coast of South America, has plenty of time.

In the meantime the grain charter market locally is absolutely inert races against time. If a fleet of dis-tressed tonnage is to be unloaded upon the market here rates will go sledding again, and operators are waiting to see whether or not bar-gains in wheat carriers will be

No new charters have been reported for several weeks.

HOG ISLAND CLOSED DOWN

WORK IN WORLD'S LARGEST SHIPYARD HAS CEASED.

the latter part of January, not a ship remains to be completed at the great

Hog island, during the three years of its existence, has been one of the chief factors in placing America in the front ranks of maritime powers.

PRISE AUSTRALIANS. Created as a war-time emergency, more than 26,000 men and women were employed there at the peak of its operations.

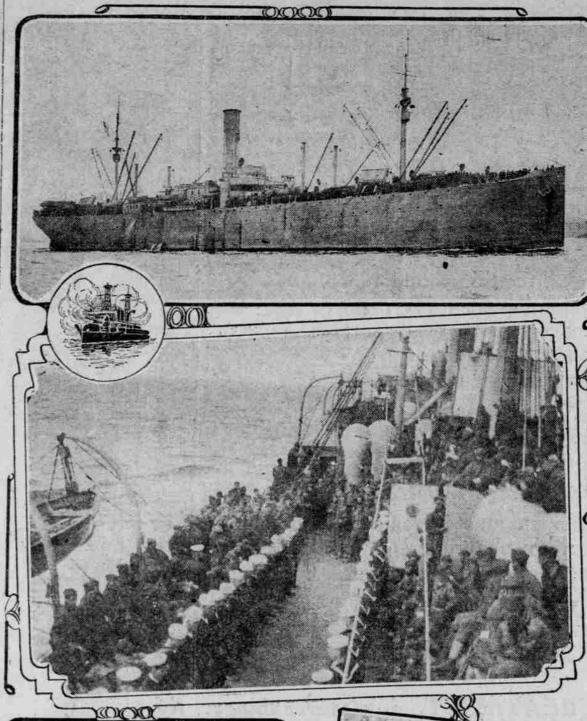
The first keel was laid February

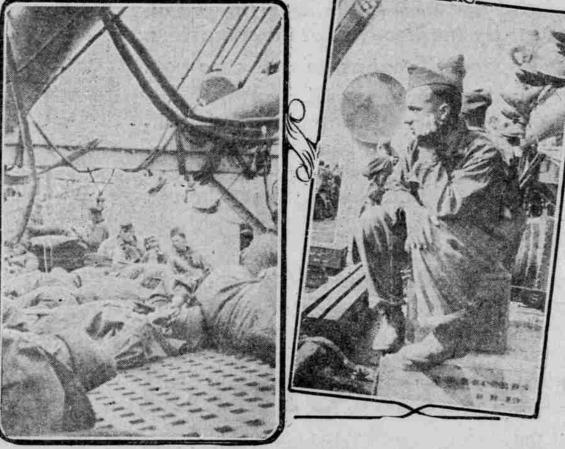
12, 1918, and since then 122 vessels, of a total of 956,759 deadweight tons. than one-tenth of the shipp more than one-tenth of the board emergency fleet corporation's tennage of contract steel ships built

at all the shippards in the United States, have been turned out.

The production record of the Hog island yards reached its height in the

VISIT TO PORTLAND OF AMERICAN-HAWAHAN STEAMER TEXAN RECALLS HER DAYS OF MILLIONS SPENT TO SERVICE AS A TROOP SHIP.





hove—The U. S. S. Texan, her decks crowded with returning soldiers, as viewed from the transport dock at Philadelphia. Center—Saturday morning at sea. The commanding officer looks over his "gobs" while the soldiers, who have stood their last inspection, look on in glee. Lower left—Killing time on deck. They did this every day for two weeks crossing the Atlantic. Lower right—The Thinker, who has just emerged from the tri-daily battle in the mess hall and is contemplating Sunday dinner at home.

imber cargo which will total 3,000,000 feet of imber and railroad ties for the cast coast.

The steam schooners Shasta and Ernest H. Meyer are expected to clear the bar at high tide this afternoon with lumber cargoes for points in southern California. The only ships loading in port tonight are the Oregon and Cape Romain,

eSAN PEDRO, Cal. Feb. 12—(Special.)—The Pacific feet will arrive here March it six days carlier than at first intended. News of the change of date of arrival was received here today from Valparaiso. Announcement of the establishment of a direct passenger and freight service between Baltimore and the Hawaiian Islands via this port was made today. In the Matson Navigation company will establish the service between Harding time on Navigation company will establish the service March I. In the passenger and the Hawaiian Islands via this port was made today. The Matson Navigation company will establish the service between Harding the trip to the islands. The Los Angeles Nicaraguan consul has amounced also that a monthly service between here and his country may be expected soon.

An interesting race is on between forces of the city harbor department and the barry for the steamers Harvard and year of the city harbor department and the wharves for the steamers Harvard and year care to load additional lumber. The schooner Salvator, which arrived here were the steamers to be placed in service between here and San Francisco.

The schooner Salvator, which arrived here were the steamers and the latter is completing the alterations on the two steamers, to be placed in service between here and San Francisco.

The schooner Salvator, which arrived here were the seathers and the service between here and San Francisco.

The schooner Salvator, which arrived here with the service between here and San Francisco. During Three Years of Its Existence Plant Was Big Factor in Placing America First.

The steamer Texan of the United American expeditionary forces had been returned to this country the Texan was turned back to her owners, the American San Francisco, is making her first to depart Tuesday for New York via San Francisco, is making her first to depart Tuesday for New York via San Francisco, is making her first to depart Tuesday for New York via San Francisco, is making her first to this coast since she was commandered by the government for mander two trips from New York to Hamburg and was then sent around to the Pacific coast in liner service. After visiting San Pedro, San Francisco and Seattle, she was remodeled to resumd her service are as a freighter. Former troop quarter, commissary and mess hall are loaded a part cargo at municipal terminal No. It and then dropped down of the Country the Texan was turned to this country the Texan was turned to this country the Texan was turned to the service. After visiting San Hawalian Steamship company, and was remodeled to resumd her service are as a freighter. Former troop quarter, came to Portland and discharged and term country the Texan was turned to the service of the New York to Hamburg and was then sent around to the Pacific coast in liner service. After visiting San Pedro, San Francisco and Seattle, she was remodeled to resumd her service are freighter. Former troop quarter, came to Portland and discharged and term, commissary and mess hall are loaded a part cargo at municipal term into the Atlantic. She carried thousands of American in the other country the Texan was turned to this country the texan was

Oregon Pine and Oregon Fir Are Source of Wonder on Trip to Antipodes.

one-year period from April 18, 1919, to April 17, 1920, when 79 ships were launched and 74 delivered, an average of one ship launched every 28 working hours and one delivered every 30 working hours.

The cargo-carrying records of Hog seland vessels inc.i de the carrying of 3,613,694 long tons of American products to all important ports of tain a "close up" of the ships, which and Newcastle is vouched for by of-appear on drydock as well as at sea, flows of the steamer Egeria, con-in the latter case having full cargoes

show many details of the work as well as views at sea, as the big carriers, laden with lumber, got away from the Columbia river for Australia.

a hig 16-knot freighter of the Luckeshach intercoastal service, will call here the latter part of next week, according to the General Steamship corporation, agents for the Luckeshach is the present holder of the coast-to-coast speed record. She recently bear the record of the Julia Luckenbach of the record of the Julia Luckenbach of the record of the Julia Luckenbach of the record of the same line by steaming from New York to Los Angeles in 15 days and 11 hours, elapsed time, and an actual steamsing time of 14 days and 23 known and same of the seed of Portlanders in steaming time of 14 days and 23 known and same of the seed of the confidence of Portlanders in steaming time of freight here.

Show many details of the work as wat he big card away from the work as the big card away from the Luckenbach of the Columbia river for Australians as the big card away from the Columbia river for Australians as the big card away from the Columbia river for Australians as card of the American. The steamer New Sender than J. P. Hobson, steward assistant; George Patterson, second, assistant; George Patterson, second, assistant; George Patterson, second, assistant; George Patterson, second, assistant; George Patterson, second assistant; George Patterson, second, assistant; George Patterson, second, assistant; George Patterson, second, assistant; Henry J. Schneider; third assistant; And J. P. Hobson, steward, the proposed of the sawing in with assistant; and J. P. Hobson, steward, the samilar, and J. P. Hobson, steward assistant; and J. P. Hobson, steward assist

products to all important ports of the world. To do this the Hore kinds as "close up" of the ships, which as "close up" of the swiftsure oil Transport company with 100 other Portland the world. It is declared that they have functioned perfectly on all voy-asses.

During the course of their travels over the seven seas, these v8zsels have engaged in 15 rescues of cart disabled in heavy storms; the lives of 152 members of disabled cartar cares in the listen of the vessels at Portland and their often been saved and ships worth \$18.- the film deals with the fitting out of the steamers from Hog island.

Big Freighter Due Soon.

Big Freighter Due Soon.

big 16-knot freighter of the Luckbach intercoastal service, will call the theretal Steamship to the close of the timeral Steamship to the timeral Steamship

trailans, as considerable wood tonnage was assembled under Australian house flags during the war, but not
in the way of community-controlled
carriers.

The hulls of the Oregon Pine and
Oregon Fir were constructed by the
Peninsula Shipbuilding company for
the emergency fleet corporation, and
sold by the latter to Grant Smith &
Company. The fact that hulls designed as steamers, of which eight
had been placed in commission under the shipping board banner, have
been developed into sailers of such
speed and handling qualities, has
speed and handling qualities, has
surprised even some of the old saits.
The film at the Orpheum affords
an excellent opportunity for a study
of the lines of the vessels, as they
appear on drydock as well as at sea,
in the latter case having full cargoes
of lumber aboard.

New Tanker to Load at Canal; 43

New Tanker to Load at Canal; 43

Enough Lumber Shippel to
Girdle Earth With Walk.

Carries.

Columbia River Mills Send Out
School, 600 Hoard Feet in 1920.

Columbia River Mills Send Out
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School, 600 Hoard Feet in 1920.

TACOMA. Wash. Feb. 12—(Special.)—
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TACOMA. Vash., Feb. 12—(Special.)—
TACOMA. Vash. Feb. 12—(Special.)—
TACOMA. Vash., Feb. 12—(S That the six-masted schooners Ore-gon Pine and Oregon Fir created a stir in marine circles of Melbourne of the lines of the vessels, as they

Vessels in Port. Vessel Territ.

Vessel Berth.

Str. City of Vane'ver. Columbia dock.

Str. Egeria Irving dock.

Str. Egeria Const shippard.

Str. F. S. Loop Likase dock.

Str. Grays Harbor Westport.

Sch. K. V. Kruse Terminal No. 3.

Str. Montague Terminal No. 4.

Str. Rose City Ainsworth dock.

Str. Texan Westport.

Str. Vest Kader Terminal No. 4.

Str. West Kader Terminal No. 4.

Str. West Kader Terminal No. 4. scheduled for Sunday morning arrival.
F. D. Crane has been appointed agent at Tacoma by the Thornedyke-Trenholme company, for the Williams line of steamers Mr. Crane, for a number of years, was with the Northern Pacific and Great Northern railways.

BETTER WATERWAYS Northern railways.

PORT TOWNSEND, Wash, Feb. 12.—
(Special.)—The steamer West Canen, bringing a cargo of coal from Nortolk for the savy-yard at Bremerton, arrived this morning and proceeded to Bremerton. The Norwegian motorship Theodore Roosevelt, arriving last night from Caieta Buena after discharging copper ore at Tacoma, will shift to Fortland, where she will load wheat for Europe. This is the Riosevelt's first visit to the morthwest. The steamer Edward Luckenbach, bringing general cargo from Baltimore, arrived this afternoon and proceeded to Tacoma, where she will load lumber and general regist for Atlantic ports. While en route up the coast the Luckenbach lost a blade from her propeller, which delayed her arrival. Columbia River Works to CHANNEL MADE PASSABLE

Interesting Data on Development
Drawn From Book Being Written by Binger Hermann.

ROSEBURG, Or., Feb. 12—(Special.)—From advance sheets of the proposed history of the Pacific northwest to be issued by Binger Hermann of this city, reviewing the history of the waterway improved.

west to be issued by Binger Her-mann of this city, reviewing the history of the waterway improve-ments of the Columbia river and the SEATTLE, Wash., Feb. 12 - (Special.)

of this amount \$2.6 3.195.72 was expended for new work and \$2.938.

\$04.75 for maintenance. In addition to the above \$24.319.82 was expended from contributed funds. The expenditures by the Port of Portland are not included.

The expenditures on the Columbia river above Celilo Falls to the mouth of the Snake river to June 30, 1920, were as follows:

For new work, \$507.510.70, and for maintenance \$73.156.53, or a total of \$580.667.42. The expenditures on the Snake river from the mouth to Pitts-burg landing to June 30, 1920, were \$291.661.09 for new work and \$144.597.03 for maintenance, or a total of \$436.258.12. It is not practicable to separate the expenditures so as to show the cost of improvement as far last will be due to separate the expenditures so as to show the cost of improvement as far last will be due Montay, both coming from San Federe, and will load lumber at the Hammond mill.

SAN FRANCISCO, Fab. 12.—(Special.)

separate the expenditures so as to show the cost of improvement as far as Lewiston only. In addition to the figures given above \$110,000 was ex-SAN FRANCISCO, Feb. 12.—(Special.)

—Ocean and valley (og today joined forces with one of the most trying days in months for navigators on San Francisco bay as a result, Driving its wedge in through the gate, the fog interfered with the movements of incoming and outgoing crafts. Total of all above river improve-ments, including Snake river, is \$31.-281.937.

281.937.

The original depth over the bar at the mouth of the Columbia river was from 19 to 21 feet at mean low water. A survey in June, 1920, showed a channel across the bar with a depth of 40 feet at mean low water for a width of 4500 feet.

The statistics of commerce over the bar for the year ending June 30, 1885, show 1.188,446 tons, value not known, and for the calendar year, 1919, 2,317,724 tons, valued at \$119,703,687. All ferryboats, launches and occan-going steamers traveling the bay were forced to proceed under slow bell. Many narrow escapes were reported but the only accident that caused any damage was a slight collision between two ferries in which no one was hurt.

Thomas Klitgaard, son of Captain Thomas Klitgaard, marine surveyor, and H. A. Lucas left here tonlight to take possession of the new 19,009-ton tanker, Livingstone Roe, which was launched at Portland, January 16, for the Standard Oil company, Klitgaard will ship out as first officer and Lucas as second officer of the vessel. The craft will come to this port to load oil for New York. She will then continue in the Atlantic oil-carrying trade.

Making the second motorship to enter this port in a week from Europe, the motorship Peru of the East Asiatic company is due tomorrow from Copenhagen and Antwern. GRAYS HARBOR, Wash, Feb. 12.— (Special.)—The steamer Cape Romain arrived at 2 o'clock this afternoon from San Francisco and tied up at the Eureka mill, Hoquiam, to take on the first part of a is due tomorrow from Copenhagen

Competing for first round trip from here of the Hawalian islands under charter to he Matson Navigation company, the reighter Griffeo, carrying a large consignment of sugar, will arrive tomorrow.

The Norway-Pacific motorship George Washington, from Antwerp, will arrive are Monday. Washington, from Antwerp, will arrive here Monday.
The triel trip of the tanker Gargoyle, 10,000 tons, was held today. The vessel was launched January 9 for the Vacuum Oll company.

VANCOUVER, B. C., Feb 12 — (Special.)
—The Canadian Facific stoamer Princese
Beatrice arrived in port this afternoon
under her own steam and will proceed
Monday to Esquimal's for rebairs. Her
passengers and freight will go north to
Prince Rupert Tuesday next on the steamor Tees.

The Coastwise Steamship & Barge company's office received word today that its

The Coastwise Steamship & Barge company's office received word today that its steamer Anyon had punched a hole in her forefoot Friday morning after missing a narrow channel in the dark. She bumped on Read island. Captain Snoddy got his pumps to work and returned to Ladysmith. He had been bound to Ocean Falls from the mine town, with a cargo of coal. A patch was put over the hole today and the ship will resume her voyage tamorrow stealing.

Captain McDonald, formerly master of the Dollar barkenting Jane L. Stanford, has been sent to Philadelphia to take command of the company's four-masted steel bark Dunsyre.

Found guilty of an infraction of the prohibition act, a fisherman of Alert bay today was fined \$300, but his gas boat was returned to him. Evidence showed he

Ship Reports by Radio.

(Furnished by Radio Corporation of

America.)
Positions reported at S P. M. yesterday,
unless otherwise indicated, were as follows:
CAPTAIN A. F. LUCAS, Richmond for
Scattle, 276 miles from Seattle,
OLEUM, Portland for Oleum, 276 miles from Oleum, PARTIGAS, Seattle for Boston, 220 miles

Travel in WINTER

NOWHERE in the world is Winter so gloriously Summer as on the

East Coast of South America-Rio-Montevideo-Buenos Aires. The colorful, gay life of these Spanish-American capitals, in their verdant settings, is in full swing sore. The trip itself is a fascinating voyage thru tropical, romantic seas. Every comfort is provided. Fine steamers of the U. S. Shipping Board. Frequent sailings. Full particulars of any Travel Agency or at the offices of the

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PHILADELPHIA CHICAGO ST. LOUIS BALTIMORE MOBILE



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Portland?

Do You know how many great steamship lines are already established in Portland?

Do you know when your cargo should arrive?

Do you know what time steam and electric trains, auto passenger busies and freight trucks depart and arrive in Partland?

Do you know what time your mail should leave Portland Post Office for Trans-Pacific and Trans-Allantic steamers?

Do you know when and whole tiver steamers go?

All of this information appears daily in the

The Only Dally Shipping Paper Owned and Published by Oregon Interests.

For further information write or phone PORTLAND DAILY SHIPPING NEWS

Eagle barbor, 195 miles from Eagle har-bor, SPORANE, southbound, 20 miles from Carties 1540 miles west of San Francisco, February 11. Seattle, WEST CAYOTE, Seattle for Portland, off Columbia river.

off Columbia river
ADMIRAL SCHLEY, San Francisco for Scattle, 193 miles from Scattle,
QUINAULT, barbound inside Willapa, at CITY OF RENO, Seattle for San Fran-

CITY OF RENO, Seattle care for San Francisco, cel. 107 miles from San Francisco, CEL/LLO, St. Helens for San Francisco, miles north of Cape Blanco. CHARLES WATSON cisco for Scattle, 415 miles from

Francisco for Seattle, 415 miles from San Francisco.

Francisco.

Francisco.

Francisco.

YOSEMITE, Port Gamisle for San Francisco, 50 miles north of Cape Riances.

J. A. MOFFETT, Honolulu for Richmond.

1924 miles from Richmond. February 11.

MATSONIA, Honolulu for San Francisco.

1205 miles west of San Francisco, February 11.

GRIFFCO, Port Allen for San Francisco.

330 miles west of San Francisco, February 11.

NILE, Yokohama for Honolulu, 878 miles west of Honolulu, February 11.

MANOA, Honolulu for Kahului, left Honolulu, February 11.

NILE, Portiand for United Kingdom, via San Pedro, 522 miles north of San Pedro, QUEEN, Seattle for San Francisco, 148 miles from San Francisco.

ARTIGAS, Seattle for Roston, via San Francisco, 120 miles north of San Francisco.

AVALON San Francisco for Grave, Handard.

cisco.
AVALON, San Francisco for Grays Har-bor, 26 miles north of San Francisco.
REDONDO, Coos Bay for San Francisco, 103 miles north of San Francisco.
MAUI, San Francisco for Honolulu, 824

Free For Rheumatism

Here Is a Treatment That Has Been The Means of Turning Many Suffering Lives Into Sunshine and Gladness.

If you will merely send me ame and address I will mail to



You Will Positively Be Astonished to Find What Wonderful Relief You Get From This Most Remark-able Treatment.

MARY LUCKENBACH, San Francisco for Philadelphia, 202 miles south of San Francisco.

HARTWOOD, San Pedro for San Francisco, Col. E. L. DRAKE, Point Wells for San Pedro, 100 miles from San Pedro.

STORM KING, with M. Phelps in tow, Port San Luis for San Diego, 218 miles south of San Francisco.

WASHTENAW, Port San Luis for Esquimait, MULTNOMAH, San Pedro for San Francisco, 16 miles south of San Francisco, CUBA, Acabulia for San Pedro, 666 miles south of San Pedro, 666 miles for San Pedro, 666 miles south of San Pedro, 666 miles from San Pedro, 666

SANTA INEZ, towing barge Henry VII and, San Francisco for Tacoma, 167 mile orth of San Francisco.

GRIPPCO, Port Alben for San Francisco 320 miles from San Francisco. ADMIRAL EVANS, San Francisco for Wilmington, 95 miles from San Francisco.

TRAVELERS' GUIDE,

Oregon-Pacific Company

General Agents for Holland - America Line

Provides regular monthly sailings for United Kingdom and Continental European ports, Japan, China and West Coast South America.

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Portland, Oregon

PACIFIC STEAMSHIP CALIFORNIA SERVICE.

S S. CURACAO.

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TRANS-PACIFIC FREIGHT SERVICE To all Oriental Ports, U. S. Shipping Board A-1 Steel American Vessels SAILING FROM Portland 8, 8, MONTAGUE March 10 8, 8, ABERCOS April 7 8, 8, PAWLET May 3

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20,000 Tons
Sail from Vancouver, B. C.
For raites and sailings apply Can. Pac. Railway, 55 Third St., Portland, or Canadias-Australusian Royal Mail Line, 440 Sayn.os
St., Vancouver, B. C.