

### PILOT Schooner TO RETURN TO STATION

Port Commissioners to Let Pilots Take Over Pulitzer After She Is Repaired.

### IMPROVING SERVICE PLAN

Details May Be Arranged With Captain Gunderson—Blueprint of Proposed Changes in Harbor Lines Is Approved.

As soon as repairs are made to the pilot schooner Joseph Pulitzer she will proceed to the mouth of the Columbia and resume her former station. The repairs are estimated to cost \$1500 and require three weeks to complete. An opportunity will be given to bar pilots to take over the vessel and operate it independently, receiving prevailing rates of \$1.50 a foot and 1 cent a ton, net register, on steam and sailing vessels handled, and being allowed \$300 monthly by the port for the operation of the schooner.

At an adjourned meeting of the Port of Portland Commission yesterday afternoon Commissioners Pendleton and Pease submitted a report recommending the return of the schooner to the mouth of the river, and that, if possible, she be maintained there independently, the port to allow for her operation and upkeep as an inducement for the pilots to organize and afford the best possible service at existing rates.

**Port May Take Charge.**  
In the event an arrangement is not entered into with the pilots, the port will assume full charge of the vessel and continue the employment of a sufficient number of pilots to take care of the demands, the keynote of the meeting being that the service should be improved, if possible, and without regard to a reasonable cost.

Offsetting the expense of maintaining the schooner in either event, it was argued, is the fact that tugs will not be called on to make such frequent trips in carrying pilots to and from ships, and if convenient one tug could be retired, except during busy periods, and salaries of pilots amounting to \$1000 a month saved. The port also agrees to pay \$100 a month for wireless apparatus and an operator aboard the Pulitzer, so if she sights a vessel while the tugs are inside the channel word immediately, Captain Gunderson, one of the best-known guides at the entrance to the river, was mentioned as the representative of the bar pilots, and details are expected to be arranged through him.

**Harbor Line Changes Approved.**  
The Commission inspected and approved the blueprint forwarded from the office of Colonel McKinstry, Corps of Engineers, U. S. A., regarding changes to be made in the harbor lines surrounding Swan Island, in the lower end of the Portland harbor. The changes had been approved previously by the Commission of Public Docks. They relate to channel improvements on both sides of the island, as well as affording adequate anchorage ground for vessels that must lie in the stream.

Proposals were read from the Union Oil Company, Standard Oil Company and Associated Oil Company for supplying fuel oil to the floating plant of the port. It was agreed to accept a proposition from the Union Oil Company to enter into a contract for two years at 80 cents a barrel. The same company has a contract with the port, expiring January 21, 1915, at 95 cents a barrel.

### SAILERS SEEKING CHARTERS

Naval Engagements Clear Way for Merchants at Sea.  
Decisive engagements that vanquished German fleets operating in the Pacific, and especially along the South American coast, are said to be accountable for the fact that sailers have gotten away from various ports during the past week and headed this way, some of them seeking engagements. Two in that class are the British ship Celticburn, from Antofagasta, and the British ship Wiscombe Park, from Guayaquil, which are reported to have been offering freely of late, but without obtaining engagements.

The Norwegian ship Morna was reported to the Merchants' Exchange as sailing from Africa December 15 for Portland. The French bark Vendes grain laden for the Continent, got away from the river yesterday. There being a smooth bar and an east wind prevailing, the windjammer was favored. Another message to the Merchants' Exchange was to the effect that the Norwegian bark North, which was numbered with the September grain fleet, had out into Montevideo Monday in a leaking condition. She was dispatched by M. H. Honser with grain.

### POLITLOCH GETS REGISTRY

Last Formality Brings Well-Known Saller Under American Flag.

United States Inspectors Edwards and Fuller yesterday granted a certificate to the American ship Politloch, formerly under the flag of Russia, which changed emblems following her arrival November 28, from Puget Sound. The vessel is owned by Eschen & Minor, of San Francisco, who have brought all carriers controlled by them under the Stars and Stripes.  
A total of 81 vessels, 71 being new American craft and 10 foreign built, were given registry in November, according to figures from the Navigation Bureau. The total tonnage of the American ships, which included 21 steam vessels, five sailing craft and seven unrigged, was 14,564. The foreign ships totaled 31,221 tons and included seven steamers and three sailing craft. All were built in England, Ireland, Scotland or Nova Scotia. They are steamers Cushing, San Francisco, Buenavista, Doehra, Greenbrier, Mundale and Oregon, ship the blow barkentine St. Paul and schooner Delta.

### HAVIA IS BLOWN SEAWARD

Bark Loses Six Days Through Caprices of Wind and Weather.

Captain H. P. Duzzen, of the Danish bark Havila, that has arrived from Pleasura, which harbor she quitted October 11, says he first made the entrance of the Columbia six days before he gained the inside, for when he arrived in the vicinity there was a south-east gale on and he stood away from the lights, while when the blow died away it was followed by calms and east winds, so the Havila did not make her way back at once. He made it plain that the delay was wholly due to the weather and that he had no complaint of the bar service.  
The ship has been away from Europe for 19 months. She was cleared from Hamburg with general cargo for Matellan and Guaymas, but en route put into Rio de Janeiro to replace a broken foremast. Captain Duzzen is on his

initial visit to Portland and has not been at a North Pacific port since 1907, but the ship is no stranger.

### SANTA CLARA COMES NEXT

Municipal Dock to Have Additional Roadways for Delivery Rigs.

When the Grace liner Santa Clara begins discharging New York cargo at Municipal Dock No. 1 in a few days, consignees will be favored in getting the cargo off rapidly, as a second driveway leading from Front street to the center of the dock is to be completed Saturday and made immediately available. G. B. Heggard, chief engineer of the Commission of Public Docks, said yesterday that he had been assured by the contractor that the roadway would be ready and at least by the opening of next week traffic will be routed over it.  
By January 1 a fill under way at the north end of the dock is to be finished and then a third driveway will be thrown open. Teams can then drive in at either end of the dock or the center leaving when loaded in the opposite direction, so that all danger of traffic being stalled while loading will be eliminated. The Santa Clara reached San Francisco from New York yesterday and proceeds here immediately on discharging part of her load.

### ENGLAND WOULD BUY LUMBER

Second Carrier Is Fixed to Take Material Across Atlantic.

Inquiry is reported from the United Kingdom for 13,000,000 feet of lumber from the North Pacific Coast, in addition to quantities already placed, such as the cargo of the Russian ship Samoens and the British ship Law Hill, reported chartered to load lumber here for the United Kingdom. The Japanese steamer Shintau Maru has been fixed to work cross-coast lumber at St. Helena for India. The former loads in March and the Japanese vessel in February.  
That two steamers had been chartered for grain loading, one to work cargo here and the other on Puget Sound, also was reported, the rate being 42s 6d. Exporters said yesterday, in advance of cables being received, that steam tonnage was obtainable at that rate and sailers could be secured for 3s 6d, and one had been offered at 3s for late loading. Freight rates are said to be on the decline and that there will be lower fixtures soon.

### MARINE INTELLIGENCE.

#### Steamer Schedule.

Name	From	Date
Roanoke	San Diego	In port
Geo. W. Elder	Eureka	Dec. 18
Yucatan	San Diego	Dec. 19
Rose City	Los Angeles	Dec. 22

  

Name	For	Date
Harvard	S. P. to L. A.	Dec. 16
Roanoke	Los Angeles	Dec. 17
Klamath	San Francisco	Dec. 17
Bear	San Diego	Dec. 17
San Diego	San Francisco	Dec. 18
Yale	S. P. to L. A.	Dec. 18
Multnomah	San Francisco	Dec. 20
Northland	San Francisco	Dec. 20
Geo. W. Elder	Eureka	Dec. 20
Beaver	Los Angeles	Dec. 22
Yucatan	San Diego	Dec. 22
J. B. Stetson	San Diego	Dec. 27
San Ramon	San Francisco	Dec. 27
Rose City	Los Angeles	Dec. 27
Beaver	San Diego	Dec. 27

#### EUROPEAN AND ORIENTAL SERVICE.

Name	From	Date
Glenloch	London	Jan. 25
Glenloch	London	Feb. 29
Glenloch	London	Mar. 20
Glenloch	London	Jan. 30
Glenloch	London	Feb. 28
Glenloch	London	Mar. 24

#### Movements of Vessels.

**PORTLAND, Dec. 15.**—Arrived—Danish bark Havila, from Pleasura; schooner Willamette, from Eagle Harbor; Steamer Breakwater, for Coos Bay; Yosemite, for Tacoma; Astoria, Dec. 15.—Sailed at 10:15 A. M. French bark Vendes, for Queenstown or Plymouth.  
**San Francisco, Dec. 15.**—Sailed at 10 A. M. steamer Assunta, for Portland. Arrived at 11 A. M. steamer Beaver, from San Pedro. Arrived at 5 P. M. steamer San Ramon, from Portland. December 14.—Arrived at 7 P. M. steamer Atlas, at 11 P. M. steamer J. B. Stetson, from Portland; sailed at 10 P. M. steamer Northland, for Portland.  
**Astoria, Dec. 15.**—Sailed—Norwegian bark Morna, for Portland.  
**Dec. 12.**—Sailed—Norwegian bark Giltre, for Puget Sound.  
**Dec. 14.**—Sailed—Steamer Yucatan, for San Diego.  
**Dec. 14.**—Arrived—Norwegian bark Nordhav, from Portland for United Kingdom; put in leaking.  
**Dec. 15.**—Arrived—Steamer Geo. W. Elder, from Portland, via Coos Bay.  
**San Diego, Dec. 15.**—Arrived at 4 A. M. steamer Yucatan, from Portland, via Coos Bay.  
**San Francisco, Dec. 15.**—Arrived—Steamers Coronado, from Gray Harbor; Manzanita, from Honoluli; San Ramon, from Portland; Sequoia (British), from Japan; E. R. Sterling, from Nansimo. Sailed—Steamers Assunta, for Portland; William Chatham, for Seattle; Adeline Smith, for Coos Bay.  
**Shanghai, Dec. 15.**—Arrived—Steamer Siberia, from San Francisco.  
**Sydney, N. S. W., Dec. 14.**—Arrived—Steamer Stratford, from Seattle; Ventura, from San Francisco.  
**Portland, Dec. 15.**—Arrived—Yonkers, from San Francisco; Joaze, from Linga; from San Francisco, via Norfolk.  
**Liverpool, Dec. 15.**—Arrived—Sealand, from Portland.  
**Bahia, Dec. 15.**—Arrived—Steamers Kentuckian, from Seattle, for New York (and proceeded); City of Para, from San Francisco.  
**Seattle, Wash., Dec. 15.**—Arrived—Steamers Astoria, from Seattle; Meteor, from southern Alaska; Captain A. F. Lucas, from San Francisco. Sailed—Steamers Humboldt, for Honolulu; Alaska, for Alaska; Albatross, for Honolulu; Queen, for San Diego, for Honolulu; Queen, for San Diego, for Honolulu; Queen, for San Diego, for Honolulu.  
**Philadelphia, Dec. 15.**—Cleared—Convict Marconi Wireless Reports.

#### Marconi Wireless Reports.

(All positions reported at 8 P. M., December 15, unless otherwise designated.)  
Yonkers, Portland for Tacoma, off Fort Stevens.  
Humboldt, Seattle for San Francisco, 180 miles north of San Francisco.  
Cascadia, Portland for Seattle, 100 miles north of Cape Mendocino.  
Adeline Smith, San Francisco for Coos Bay, 220 miles north of San Francisco.  
Chatham, San Francisco for Seattle, 170 miles north of San Francisco.  
St. Helena, San Francisco for Portland, 327 miles north of San Francisco.  
Albatross, southbound, off Boat Harbor light, Queen, Seattle for San Francisco, off Tillamook lightship.  
Humboldt, northbound, off Active Pass.  
Cordova, Prince William Sound for Tacoma, 712 miles from Seattle.  
Cascadia, Anacapa for San Pedro, 200 miles south of San Pedro, December 14, 8 P. M.  
Camlin, San Pedro for Rotterdam, 1200 miles south of San Pedro, December 14, 8 P. M.  
Liver J. Olson, Puget Sound for Callao, 200 miles south of San Pedro.  
Arlon, San Francisco for New York, 470 miles north of San Francisco.  
Henry J. Scott, San Pedro for San Francisco, 500 miles south of San Francisco.  
John A. Hooper, San Francisco for New York, 470 miles north of San Francisco.  
Barge 31, Richmond for Ventura, off Point Arguello.  
Luckenbach, New York for San Francisco, 800 miles south of San Francisco.  
Portland, San Pedro for Callao, 323 miles south of San Pedro.  
Ship of Cruz, San Francisco for New York, 32 miles south of Richmond.  
Manzanita, San Francisco for Orient, 811 miles north of San Francisco.  
P. M. Yokohama for San Francisco, 1450 miles out, December 14, 8 P. M.  
Washington, San Francisco for Honolulu, 311 miles out, December 14, 8 P. M.  
Buck, Avon for Oahu, 96 miles south of San Francisco.  
Sobley, San Francisco for Seattle, off Duxbury light.  
Auncheon, Richmond for Portland, 45 miles north of Point Reyes.  
Kilburn, San Francisco for Eureka, off Point Arena.  
Mullomah, San Francisco for Eureka, 10 miles west of San Francisco.  
Arlon, San Pedro for San Francisco, 17 miles north of Point Sur.  
Kilburn, Eureka for San Francisco, seven miles north of Point Arena.  
**Columbia River Bar Report.**  
**NORTH HEAD, Dec. 15.**—Condition of the bar at 5 P. M.: Sea, smooth; wind, east, 15 miles.

### WIDER CUT WANTED

32-Foot Channel 2500 Feet Wide Over Bar Urged.

### DREDGING MAY BE SOUGHT

December Survey Causes Discussion of Possibility of Hastening Deepening of Natural Outlet of Columbia River.

Following the publication yesterday of depths in the south channel across the Columbia River bar, cleaned from the December survey by the Corps of Engineers, United States Army, there was considerable discussion in marine circles of the changes that have been wrought there, and it is not improbable a movement will be inaugurated to induce the Government to dredge these depths with the expectation of increasing the depth of the main channel to 32 feet by removing one lump and widening that stretch from 1500 to possibly 2500 feet next season.  
At that, some familiar with the mouth of the river insist that with 1500 feet there is abundant room in which to handle deep vessels, and point to the fact that the Ambrose channel at New York is only 2000 feet wide and has a low water depth of 40 feet, which it is also hoped to have available on the Columbia River bar in two years.

**37-Foot Vessels Navigated.**  
The Ambrose channel permits navigation of vessels drawing 37 feet at low tide, provided they are steamed at moderate speed. For the past two years, reports on New York, Boston and other harbor improvements brought up to date, and he says the principal difference between conditions at the entrance to New York harbor and the Columbia River is that there is not such a heavy swell off New York as is experienced entering and leaving the Columbia at times.  
Up to 1903, a report says, only day navigation was permitted in Ambrose channel, and then navigation was not restricted, except by vessels having low bows.

#### Gedney Route 1000 Feet Wide.

In 1892 the Gedney channel at New York was completed with 30 feet of water a day and a width of 1000 feet. Ambrose channel, formerly known as the East channel, had an original depth of 16 feet at low water and was used only by light-draft vessels. Improvements were accomplished solely by dredging. At Boston harbor a project is just about completed for 25 feet of water in a channel 1300 feet wide and 1500 feet wide at bends.  
In 1885 there was 31 feet of water on the Columbia River bar in a channel leading to the westward, and about that time the original jetty project was finished. For one year the depth was available, and then the channel filled until, in 1902, there was only 23 feet of water there. Since then the movement of sand from south of the jetty, which choked the channel has ceased, and it is firmly believed that the present deep water is permanent; that the channel to the southwest is the natural outlet for the river, and that, while it will be widened and deepened without assistance, dredging for one season will hasten the change.

#### Marine Notes.

Captain E. W. Spencer, who announced several weeks ago that he contemplated the construction of a speedy river steamer for 1915, said yesterday that he had completed plans and such preliminaries. He has not arranged for the actual construction of the vessel.  
Specifications for a new hull for the Government dredge and snagboat Mathoma have been approved by the Chief of Engineers at Washington, D. C., and returned to the office of Colonel McKinstry, Corps of Engineers, at Portland. Bids for the construction of the hull are expected to be opened between January 20 and 25.  
Cargo aboard the gasoline schooner Mirene for Newport and Waldport, with which she was cleared yesterday, totaled 60 tons.  
In ballast from Eagle Harbor the schooner Wm. H. Smith arrived yesterday and was berthed at the Clark & Wilson mill to load lumber for New Zealand.

Aboard the steamer Klamath, which has been cleared for San Francisco, are 330,000 feet of coaling and other lumber and 400,000 feet of cross-cut material in the way of piling. The Willamette was cleared for Los Angeles with 300,000 feet.  
From Port Nolloth the Norwegian ship Hero was entered yesterday. She is at Linton to discharge ballast.  
John Doyle, assistant secretary of the Port of Portland Commission, who was operated on for appendicitis recently, was removed to his home from St. Vincent's hospital yesterday.  
Her grain cargo being aboard the British bark Owenec shifted yesterday from Montgomery dock to the stream. The Crown of India, also in ballast for Europe, leaves today. The Politloch moves today from the public drydock to Albina dock to start cargo, and the Cortes is expected to be towed to Astoria tomorrow.

#### News From Oregon Ports.

**COOS BAY, Or., Dec. 15.**—(Special).—The steam schooner Redondo arrived from San Francisco and San Pedro today.  
The gasoline schooner Roamer arrived from the Siuslaw River. The Roamer will ship miscellaneous freight for Florence and Mapleton.  
Arriving from San Francisco, the steamer Nann Smith proceeded at once to her electric loading dock, the freight having been taken by the steamer Redondo.  
Passenger boats plying to and from Coos Bay are having light travel.  
**ASTORIA, Or., Dec. 15.**—(Special).—The schooner William H. Smith, which was towed to Linton during the night, will load lumber for Auckland.  
The French bark Vendes, with a cargo of grain from Seattle, sailed today for the United Kingdom.  
The steam schooner Quinalut arrived from Portland with a part cargo of lumber for San Francisco and went to Knappaot to finish. She probably will sail tomorrow.

#### Notice to Mariners.

The following affects aids to navigation in the 17th Light-house District: Columbia River—Tongue Point to Harrington Point. Channel buoy 5, first-class can, to be moved at an early date, about 450 yards 223 degrees and placed in about four fathoms of water.  
North Channel—Fort Columbia Light, heretofore reported extinguished and structure carried away, was rebuilt and light re-established, December 14. Position changed to 26 yards 276 degrees from former location.  
Willapa Bay—Entrance channel buoys 4 and 6, first-class nuns, heretofore reported missing, were replaced December 6 and 7.  
Bellingham Bay—Viti Rocks light reported as not burning December 14, will be relighted as soon as practicable.  
HENRY L. BECK, inspector.

## Beginning 12 o'Clock Noon Today, Continuous Showing of War Motion Pictures for Portland and Belgian Charities

The Oregonian Will Show

# First Authentic Motion Pictures European War!

By an arrangement with the Chicago Tribune, The Oregonian is able to show the pictures of actual fighting. Edwin F. Weigle, staff photographer of the Tribune, took these pictures right on the battlefield

## Four Reels of Actual Fighting

These Pictures Show

- The Burning of Antwerp
- The Battle of Aerschot
- The Destruction of Termonde
- The Battle of Alost
- The Flooding of Lierre
- The Battle of Malines

## These Pictures Will Be Shown at Heilig Theater

**Beginning—**  
Today, 12 noon to 11 at night  
Thurs., Dec. 16, 12 noon to 11 at night  
Friday, Dec. 17, 12 noon to 6 P. M.  
Sat., Dec. 18, 12 noon to 11 at night  
**All Seats 25c**  
Admission by ticket, which can be bought at the Heilig Theater box office or The Oregonian business office

On account of the Heilig Theater having been previously engaged, the Pictures will not be shown Friday night. Note, however, that they will be shown Friday afternoon.

### Contract

The undersigned of the first party gives to the second party permission to obtain cinematographic views of the theater of war in Belgium. In recognition of this concession and with a charitable motive in view, the second party agrees to give to the undersigned of the first party 50% of the profits realized from the exploitation of these films taken in Belgium.  
The undersigned of the first party agrees to grant to no one his authorization to take any cinematographic views of theater of war in Belgium.  
First Party: LE DELEGUE GENERAL PRES DU GOUVERNEUR MILITAIRE DE LA PLACE  
(Signed) Van Langemeersch.  
Second Party: THE TRIBUNE COMPANY  
By Joseph Medill Patterson.

The Oregonian will turn over to the local Associated Charities ALL the profits after giving the Tribune the fifty per cent for the Belgian Red Cross