

# WESTERN COMET WEATHERS STORM

### Northwest Steel Company's Ship Makes Fast Time.

## TURBINES ARE DAMAGED

### French and British Shipowners Inspect Vessel and Praise Highly Its Construction.

Steaming from New York to Havre, France, in 12 days, the Western Comet, one of the 800-tonners assembled by the Northwest Steel company, was credited with having made the fastest time over the same course of any vessel of her class. So writes Captain Walter Timm, from Hamilton, Bermuda, where the ship was ordered held until a tug could take her back to New York to have repairs made to her turbines. Captain Timm has written to C. D. Kennedy, agent for the division of operation.

"On arriving at Havre the commandant of the naval base said it was the cleanest ship and best cargo delivered yet, not one sack of flour being damaged, which I think is a compliment to your staff," writes Captain Timm. "We were delayed there until January 1 because of a congestion, and then we were assigned the gun crew of the Sobral to bring home.

**War Marvel Lost in Gale.**  
Leaving Havre in heavy weather, which did considerable damage to shipping and, among vessels lost, was the War Marvel, one of the western ships. The third day of the gale the glass showed 23.7 and it had been practically that way for 24 hours, with an ugly sea running. The pistonhead of the steering gear blew out and we had to handle the ship by hand gear, with which we made an unsatisfactory job of it in a gale and we missed striking a floating mine by only a few feet.

The ship's bow was out of water and she would not lay to the sea, so I had to put up before it and we ran that way nine hours. We received an awful racket because the turbines, which were connected with the turbine and I think it was at that time the main engine was damaged. About 400 miles from Bermuda the starboard boiler exploded during a gale and the same day the main engine commenced to rock badly. I decided to stand in for Bermuda and when we picked up the pilot we were making only 30 revolutions.

### Builders' Work Praised.

"It was found the first and second stages of the two-speed turbine were entirely stripped of buckets and the stator badly damaged. Also, in the middle of the worst gales coming across we discovered that the turbines, which were slightly buckled, which in my estimation, considering the pounding to which the turbines were subjected, is a very highly for construction. When at Havre the ship was inspected by a delegation of French and British shipowners and they expressed satisfaction with the construction and general details of the ship, asking me many questions relative to the turbines. Captain Timm's first trip from Portland was made as chief officer of the steamer Westland and then he was signed as master of the ship. Afterward receiving a commission in the navy and was assigned to the Western Comet. She was launched July 25, 1918, and was formally delivered to the navy September 21.

### Pacific Coast Shipping Notes.

**SEATTLE, Wash., Feb. 13.—(Special.)**—The steamer Queen of the Pacific Steamship Company, which was diverted from Seattle to Portland on account of the longshoremen's strike and sailed from that port February 11 for San Francisco, Wilmington and San Diego, will resume her regular schedule, sailing northward from San Diego Sunday. The vessel will call in San Francisco and Wilmington on her way to Seattle and will continue her route as a freight and passenger carrier.

Officers of the Seattle local of the International Longshoremen's Association denied today that they had accepted the open shop and declared that they would soon settle their differences and organize stronger than ever on a closed-shop basis.

Decrease in tonnage for copper is reported in Seattle as a result of the slackening of work on the Kennecott properties in Alaska. It is reported that 200 men have been laid off in the copper mines.

The French schooner Solonson sailed today for France via half ports with specie and lumber. The Solonson carried three Americans in her cargo. She was on a mutiny several days ago, when 14 of the crew refused to go out on account of alleged food supply aboard.

Pierre D. Humily, French consul, was called in and a survey made. Supplies were found ample.

**ASTORIA, Or., Feb. 13.—(Special.)**—The steamer Haleo will finish loading lumber at the Hammond mill and sail for San Pedro tomorrow morning.

The steam schooner Trinidad, that was to have sailed to Seattle today, will take on several boilers, has received orders to take a full cargo of lumber from the Hammond mill, and will sail for San Pedro on Saturday.

The emergency fleet steamer Cotteral, built at the McClatchey yard, left at noon today for Portland to go on a drydock.

Bringing a cargo of lumber for Astoria and Portland, the tank steamer Washburn arrived at midnight from California.

The tank steamer W. S. Porter arrived at 7 o'clock last evening from California with a cargo of fuel oil for Portland.

The steamer schooner Santa Barbara arrived at 2:15 today from San Francisco, en route to Portland.

The work of discharging the deckload of lumber from the crippled barge Baroda was completed this morning. A survey of the vessel showed that four of the bulwark stanchions had been loosened when the deckload shifted during the gale, and the breaking of the rivets permitted the water to pour into the hold. Repairs will be completed tomorrow and the deckload will then be reloaded.

**TACOMA, Wash., Feb. 13.—**There is a hot air among local wheat exporters that grain movement from Tacoma will start within a short time, though nothing has been reported here regarding tonnage. Some grain may be taken on the Harrison line vessel, and possibly the Rio Pampel line may take a large part of their freight in wheat. An estimate places 35,000 tons of grain in the warehouses here.

Vice-President J. A. Eves of the Todd Drydock and Construction Corporation is reported to be gradually improving. He has been ill of pneumonia for two weeks.

The Admiral Farragut arrived here tonight with a cargo of paper from Ocean Park, B. C. and the Alameda finished discharging at the smelter and left for Alaska via down sound ports.

Not a sign of ice was found on the Getland line steamer cavers when she arrived here yesterday from Shanghai. On a previous voyage to this port, custom of-

### U. S. Naval Radio Reports.

All positions reported at 8 P. M. yesterday unless otherwise indicated.

**RAINIER, San Francisco for Seattle, 323 miles from San Francisco.**

**J. A. MOFFETT, Seattle for San Francisco, 285 miles from San Francisco.**

**ADMIRAL SCHLEY, San Francisco for Portland, 122 miles south of Columbia river.**

**STAMPER RICHMOND, towing barge 95, Richmond for Seattle, 68 miles from Seattle.**

**STEAMER ATLAS, Seattle for Aberdeen, 92 miles north of Aberdeen.**

**STEAMER ATLAS, from Seattle for Aberdeen, 90 miles north of Aberdeen.**

**WAPAMA, from San Pedro for San Francisco, 8 miles south of San Francisco.**

**SALMON, from Honolulu for San Francisco, 809 miles from San Francisco.**

**NORRIGAN III, from San Francisco for Tacoma, 210 miles north of San Francisco.**

### Tides at Astoria Friday.

High. Low.

6:43 A. M. ... 7.5 feet; 8:25 A. M. ... 2.9 feet

12:26 P. M. ... 8.8 feet; 7:51 P. M. ... 0.4 foot

### River Forecast.

The Willamette river at Portland will fall during the next two or three days. The stage at 8 A. M. yesterday was 9.5 feet, a drop of 0.5 foot in 24 hours.

### Columbia River Bar Report.

**NORTH HEAD, Feb. 13.—**Condition at 5 P. M.—Sea, rough; wind, east, 12 mph.

# COMMISSIONS PLANS JOINT CONFERENCES

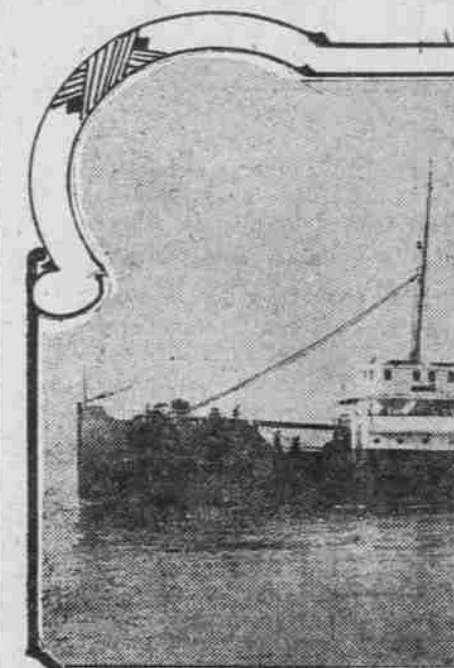
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## NIGHT DOCKING IS BANNED

### Robert Strong, Granted Leave of Absence, Leaves for East for Visit of Several Weeks.

Agreements to a suggestion from the commission of public docks, that the Port of Portland commission join in conference on harbor matters, the members to meet at least once a month, was recorded at yesterday's session of the Port of Portland.

### SECOND VESSEL IN PORTLAND-SAN FRANCISCO-LOS ANGELES-SAN DIEGO SERVICE OF ADMIRAL LINE DUE TODAY IN THIS HARBOR.



STEAMER ADMIRAL SCHLEY.

In command of Captain Thomas Smith, who is among the best known of skippers in the coast fleet, especially among those who have traversed Alaskan waters, the steamer Admiral Schley is to reach here tonight from the Golden Gate on her first voyage for the Pacific Steamship company in the new schedule that connects Portland with all California's principal harbors as far as San Diego. The Admiral Schley berths at the East Washington municipal terminal and is to sail at 9 o'clock Monday night. Sam Parris, purser, has been in the fleet for a lengthy period and other officers of the ship are old employees.

### Marine Notes.

Trying a full passenger list and capacity cargo, the McCormick steamer Williams sailed last night for California ports as far as San Diego.

Discharging the last of her inward cargo, the steamer Daisy Matthews got away last night for St. Helena to work the first of her lumber cargo, which she will finish at Rainier.

The new steel steamer West Campo, built by the Northwest Steel company, put into San Francisco yesterday to land a sick sailor, according to a report made to the Merchants' Exchange. The vessel is bound for the east coast with a flour cargo.

Miss Helen Phillips was sponsor for the hull of the Ferris steamer Port Sheridan, which the St. Helena shipbuilding company floated Wednesday afternoon.

There is to be a meeting of the committee of public docks and the indications are only routine business will be transacted.

### Movements of Vessels.

**PORTLAND, Feb. 13.—**Arrived at 4 A. M.—Steamer Anselm, from San Francisco; at 11 P. M.—Steamer Washburn, from Port San Luis; Sailed at 5 P. M.—Barge No. 93, for San Francisco; Sailed at 5 P. M.—Steamer Willamette, from St. Helena; at 11 P. M.—Steamer (new) Collier, from Astoria; Arrived at 2:15 P. M.—Steamer Santa Barbara, from San Francisco.

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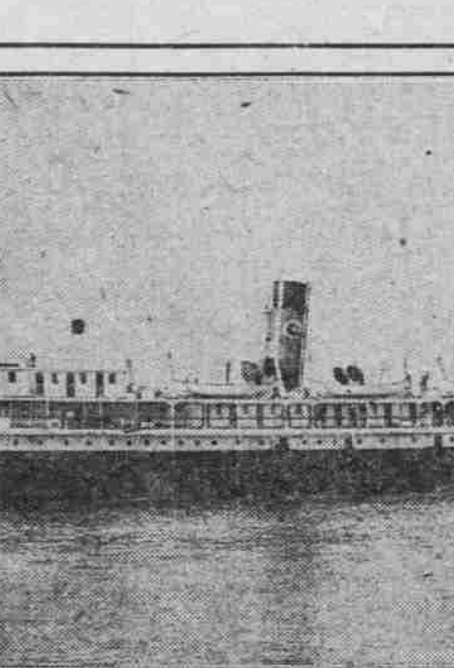
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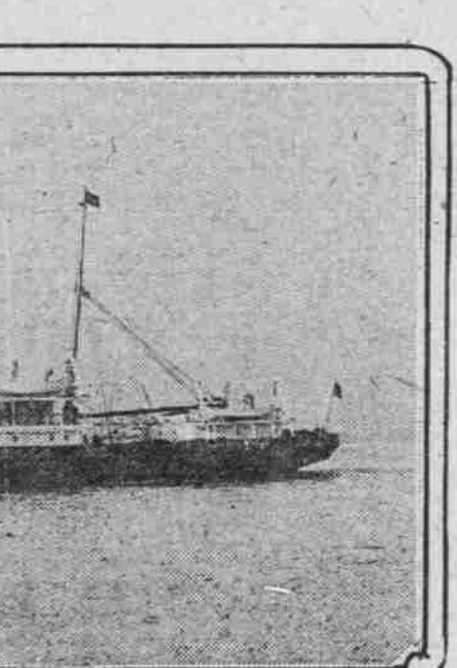
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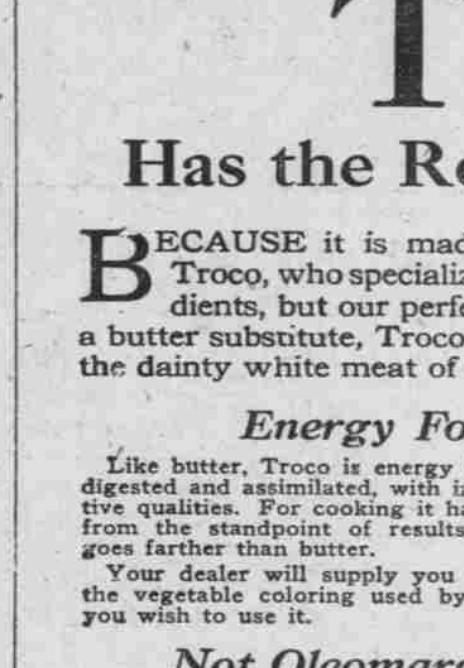
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# Why This New-Day Butter We Call TROCO Has the Real Delicate Butter Flavor

**BECAUSE** it is made by an exclusive process, developed by the makers of Troco, who specialize on this one product. Others may employ the Troco ingredients, but our perfected method alone gives the true flavor. Thus, instead of a butter substitute, Troco is really butter's successor—vegetable butter made from the dainty white meat of coconuts, churned with pasteurized milk.

**Energy Food**  
Like butter, Troco is energy food that is easily digested and assimilated, with indispensible nutritive qualities. For cooking it has no equal, either from the standpoint of results or economy. It goes farther than butter.

Your dealer will supply you with a capsule of the vegetable coloring used by butter makers if you wish to use it.

**Not Oleomargarine**  
Every Troco carton is labeled "oleomargarine."

Phone A-2516  
Marshall 3972  
**CORVALLIS CREAMERY CO., Distributors, 208 Salmon St.**

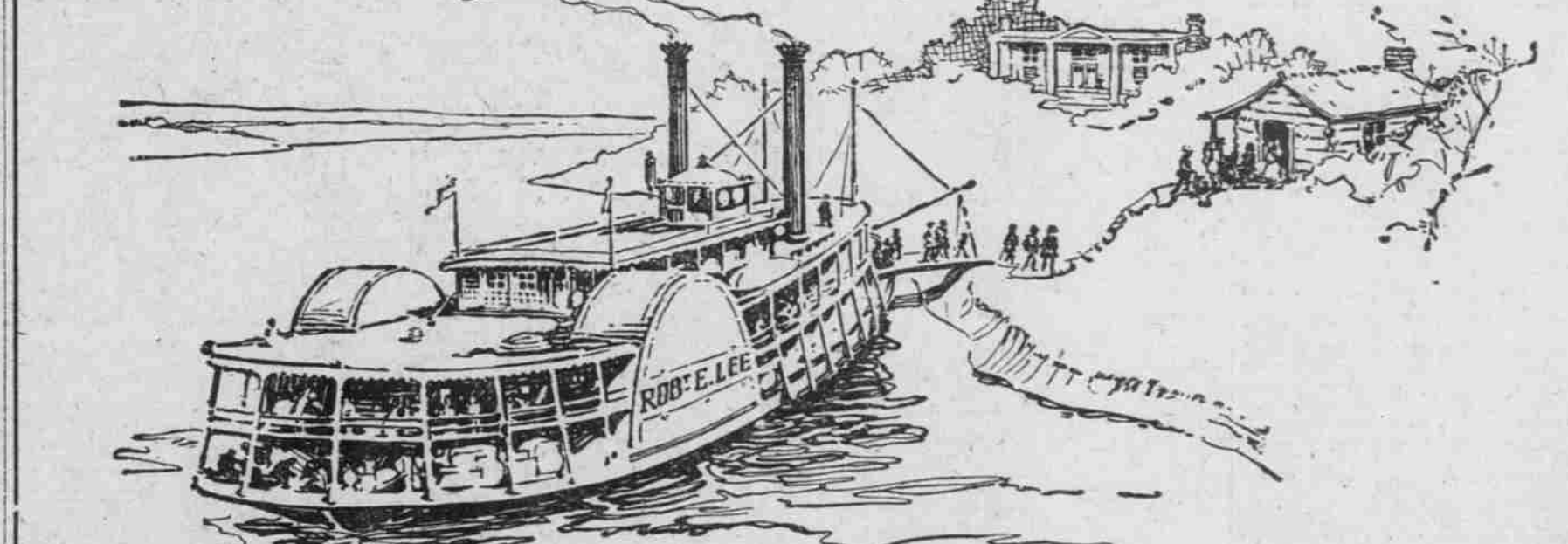
### PORT COMMISSIONER NAMED

**Legislature Elects Lieutenant-Colonel Kelley Unanimously.**  
STATE CAPITOL, Salem, Or., Feb. 13.—(Special.)—Lieutenant-Colonel George H. Kelley was unanimously elected commissioner for the Port of Portland at a joint session of the two houses of the legislature today. He was nominated by Senator Orion, with secondary

### GLATSOP FIGHTS PORT BILL

**Opposition Expressed to Creation of Port of Columbia.**  
ASTORIA, Or., Feb. 13.—(Special.)—Astoria and Clatsop county are lining up solidly against the proposed creation of the Port of Columbia and many protests were telegraphed to the Clatsop county delegation today. The tenor of their protests is illustrated by the

one sent by Port Commissioner Patten as follows: "Why should practically the whole state be taxed to build up the city of Portland, an inland town, to make it an artificial port? This is the meaning of the formation of the Port of Columbia. The Port of Astoria asks no help or assistance from outside counties. We have under way projects that will make this one of the leading fresh-water harbors of the Pacific, unless handicapped by Portland interests. See that the farmers are not taxed to build a port at any point. Clatsop county asks to be exempt from resolution. It is none of our business if other counties in the state wish to go together and be taxed, but leave Clatsop county and the Port of Astoria out of the resolution. This resolution is only an indirect way of certain Portland interests to put this port out of business."



**When the "Robert E. Lee" stopped at Aunt Jemima's cabin**

Once on the famous Mississippi River steamer, the "Robert E. Lee," an ex-general of the Confederate Army was traveling. Passing Aunt Jemima's cabin on the shore he heard some Northern travelers of the many times he'd eaten her delicious pancakes.

"The boat stops here, let's get off and have some now," they all urged. And so they did. And thus the fame of Aunt Jemima's Pancakes reached the North.

With Aunt Jemima Pancake Flour, made from Aunt Jemima's own recipe, you can have the same wonderful pancakes today—pancakes just as golden-brown, fragrant and tender. Everything to make these pancakes is already in the Aunt Jemima Flour—milk and all. You have only to add the water. And, oh, how good they taste!

For variety serve Aunt Jemima Buckwheat Cakes. You'll say they are the best buckwheat cakes you ever tasted! Get a package of each from your grocer today—Aunt Jemima Pancake Flour in the red package, Aunt Jemima Buckwheat Flour in the yellow package.

# AUNT JEMIMA PANCAKE FLOUR

Copyright 1919, Aunt Jemima Mills Company, St. Joseph, Missouri

## ANNOUNCEMENT

We are pleased to announce that we have purchased the entire stock and structural business of the Northwest Steel Company and are prepared to furnish all classes of fabricated and structural material, bolts and rivets. We hope to give all orders, both large and small, the same careful attention and excellent service of which our predecessors have been so justly proud.

**NORTHWEST BRIDGE & IRON COMPANY**  
P. O. Box 988, Portland, Or.