FLEET IS ENLARGED

Four Vessels Added by Pacific Steamship Company.

CARGO PLANS CHANGED

West Hartland to Load Rubber at Singapore: Raw Cotton to Go on Montague.

The Portland-Oriental fleet of the The Portland-Oriental fleet of the Pacific Steamshtp company was increased from four to five vessels yesterday when C. D. Kennedy, agent of the division of operations of the emergency fleet corporation assigned the 9509-ton steel steamer, Montague to this service. The Montague, now in the hands of her builders, the G. M. Standfer Construction opporation at Standifer Construction corporation at Vancouver, is scheduled for delivery next Wednesday, and will start loading December 7. She is expected to leave for the orient about December 23.

The cargo to be loaded on the Montague will be that originally scheeduled for the West Hartland, which,
in the words of R. W. Bruce, manager
of the foreign freight department of
the Admiral line's Portland office, is
"rubbering around" in the south Pacific. She has been reported as arrived at Singapore and will load raw
rubber there and in the Straits Settlements for Portland, thus consuming
about two weeks more on the return
trip than was originally planned. The
West Hartland will be due here with
her rubber energo January 1. The cargo to be loaded on the Mon-Four Vessels on Run.

What disposition will be made of the West Hartland when she returns here has not yet been determined, though the Pacific Steamship company hopes to be allowed to keep her on the oriental run. Whether she will be allowed to remain in this service or sent around to the Atlantic coast is to be decided by the operations division of the Emergency Fleet corporation. Vessels now on the Portland-oriental run are the West Hartland, Wahan, Wawalona and Coaset. The Coaxet is now loading for the orient at the Iuman-Poulsen mill and is now scheduled to leave on her second voyage to the far east December 5.

Part of the cargo to be loaded on the Montague consists of more than 18000 hales of raw cutton, more than 18000 hales of raw cutton.

Until changed by Mr. Kennedy yesterday, the steamer Montague was scheduled to be turned over to the Pacific Mail Steamship company in exchange for their shipping board steamer Diabolo, which is due in Portland today from San Franciscs for repairs. As no vessel is available here now to take the place of the Diabolo, it is possible that after being repaired here she will be turned back to her present operators. The next 9600-ton vessel to be turned over to the fleet corporation here after the Montague is the Standifer steamer Abercus, scheduled for delivery late in December. Abercos Next Steamer.

AIR "HOGGING" IS CHARGED

Manoa's Operator Says Shinyo Maru Used Airplanes 3 Hours.

The Manoa operators say that all first cabin passengers on Japanese liners are privileged to send ten-word messages on nearing San Francisco, Honolulu or Yokohama; the cost be-ing included in the steamer passage

The local agent of the T. K. K. line stated that possibly the Manoa operators might have encountered static trouble, and mistaken it for "hogging" by the Shinyo.

MORE SHIPS HERE REQUIRED

Coast Interests Urge Development of Pacific Trade.

SAN PRANCISCO, Nov. 25.—The government of the Philippines through the government general is to foin with the Pacific ceast states in asking the affocation of more vessels to establish new trade routes across the Pacific, the chambur of commerce announced

the chamber of sommerce announced here today.

The Pacific coast delegation that will appear before the shipping board in Washington on December 4 represents the chambers of commerce and port authorities of San Diego. Los Argéles, San Francisco, Portland, Taccoma and Seattle. The delegates from San Francisco will be Churles C. Moore and Leon G. Levy: Tacoma, James H. Davis; Portland, W. D. B. Dosson and C. W. Hodson; Los Angeles, Christopher M. Gordon and Clarence H. Matson; San Diego, William Kettner.

SKELETON OF SHIP BOUGHT

Emergency Fleet Corporation Sells Boat Only Just Started.

The skeleton of a concrete ship on the ways of the San Francisco Ship-building company was purchased yesterday from the emergency fleet corporation through the Portland head-quarters of the supply and sales division. The purchase price and the last to which the skeleton is to be put were not learned. The purchaser is the United Commercial company, a San Francisco exporting concern.

The San Francisco Shipbuilding company had several contracts from the government for the construction of concrete ships. The one sold yesterday had progressed only as far as the completion of the mold and some of the reinforcing steel. No concrete had been poured. The akeleton was known officially as hull 1864.

Executive Force to Be Cut.

The force of the steel ship construction division of the emergency fleet corporation in Portland, which numbered 40 people at the peak of production, and has new diminished to 14, is to be cut to eight with the beginning of the new year, it was announced yearchay by F. B. Pape, anelstant district manager of the division. The force of eight which will Fulton.

start the new year, according to Mr. Pape, will include all inspectors, clerks, stenographers and the assistant manager himself.

Steamship Sails for Europe.

The steamer Effingham, fourth ves-sel to load at Portland in the recently-created European-Pacific line main-tained by Williams, Dimond & Co., left down the river from municipal dock No. 1 at 5 o'clock yesterday afternoon. The freight loaded here consisted entirely of Oregon products destined for Europe. The Effingham's ports of call after leaving San Fran-cisco, where she will complete her cisco, where she will complete her cargo, will be London, Liverpool and Le Havre.

Ship Tangle Nears End.

LIVERPOOL, Nov. 26.—The Post says today diplomatic negotiations are proceeding to bring matters to a head, owing to the attitude of the United States shipping board in refusing to hand over the seven remaining German liners, which action is said to be due to dissatisfaction with the decision of the supreme council in allocating German tankers to France, Belgium and Italy.

SAN FRANCISCO, Nov. 26 .- The SAN PHANCISCO, Nov. 26.—Ine Japanese freighter Koyo Maru, boung for Kobe, reported by wireless today that fire broke out this morning in No. 1 hold and that the ship had turned back to San Francisco. No assistance was needed, the Koyo re-

All the steel pipe remaining in the emergency fleet corporation's concentration yard was purchased yesterday by Arthur Callan of the Pacific international company for a figure in the neighborhood of \$45,000. Mr. Callan said he had bought the pipe as an investment and intended to re-sell it.

Offshore Ve	ssels to Arrive.	-1
Name	From Dat	m
	San Francisco Nov.	44
	San Francisco, Dec.	200
	SSeattle Dec.	
	S.Hilo Dec.	
Patte of Clyde, Am.	o Huo Dec.	12
Stont Cervill, Fr. Bir	-Marsoilles Dec.	15
B. V. Bruse, Am. Su	Coos Bay Dec.	35
frene, Am. M. B.	- San Francisco Dec.	20
Coolena, Br. Str	Seattle Dec.	VAG:
	Orient Jan.	-1
Constwise V	essels to Arrive.	
Rose City	. San Francisco Nov.	28
	. San Pedro Nov.	
W. F. Herrin.	Seattle Nov.	97
City of Topelca	San Francisco Nov.	28
	Ban Francisco Nov	239
	. San Francisco Nov.	
	. San Pedro Dec.	
Curarao	San Francisco Lec.	- 3
	from This Port.	200
To richarr	rioni Inte Lors,	

Shasta. William Bowden, Coaxet. Mendora. Montague.... San Pedro.... Sydney..... Orieni.... United Kingd.

Shasta, E. K. Wood Lumber company Vestport.
Sileta, Pacific Steamship company, mu-icipal dock No. 1.
Clockson, Pacific Steamship company, unicipal dock No. 1.
Johan Poulsen, Loop Lumber company, Vestport. Nesdora, Columbia - Pacific Shipping Mendora, Columbia dock No. 1. Italiay Putnam, Freeman Steamahip com-any, Mulinomah Box & Lumber com-

U. S. Naval Radio Reports.

Maru Used Airplanes 3 Hours.

HONGLULU, T. H., Nov. 17.—(Special.)—Charges that the Shinyo Maru of the T. K. K. steamship line "hogged" the airlines near Honolulu recently in the same manner that the Siberia Maru is said to have done some time ago near San Francisco, were made here by the wireless operators of the Maison Navigation company liner Manoa when it arrived the other day from the mainland.

Operator F. E. Brickman, on duty on the night previous to arrival, said it had been almost impossible to clear with San Francisco because of the interference from the Japanese boat He had to close down his machine from 1:35 to 4:30 A. M., while the Shingo "hogged" the airlanes to send 116 messages to Honolulu.

The Manoa operators say that all JOHANNA SMITH, San Francisco for locs Bay, 140 miles north of San Fran-W. S. PORTER, bound south, 546 miles om Everett, HARTWOOD, Coos Bay for San Fran-sco, 106 miles from San Francisco, HICHMOND, for San Pedro, 220 miles om San Pedro.
WEST KEENE, from Mantia for San rancisco, 611 miles west of San Francisco.
LURLINE, from San Francisco for Hon-shill, 15 miles west of San Francisco.
MANOA, from Honelule for San Fran-cisco, 270 miles west, of San Francisco at 8 P. M. November 25.
WEST ALETA, from Hamburg, Ger-many, for Seattle, 320 miles south of San WEST KEENE, from Manila for San Francisco, 834 miles from San Francisco, DEVOTENTE, from San Pedro for Sing-spore, 1506 miles west of San Pedro, EDUCADOR, 1794 miles from San FranwEST CADDOA, from San Francisco for orient, 2699 miles west of San Fran-

Japanese Freighter Has Fire.

Surplus U. S. Pipe Sold.

Part Caland	
Port Calend	ar

Offshor	re Vessels to Arrive.
Name	From Date.
Disholo Am S	tr San Francisco Nov. 27
	S San Francisco, Dec. 5
	r. M. S.Seattle Dec. 1
Entle of Clarks	Am. S.Hilo Dec. 12
Mont Coepts F	r. Str. Marseilles Dec. 15
	m. Str. Coos Bay Dec. 15
Ironna Arm M	S San Francisco Dec. 20
Carleton Br St	r Seattle Dec.
Want Buelland	
	ise Vessels to Arrive.
Rose City	San Francisco Nov. 28
Claremont	San Pedro Nov. 27
W. F. Herrin.	Scattle Nov. 27
City of Topela	San Francisco Nov. 28
	San Francisco Nov. 29
	San Francisco Nov. 30
Flavel	San Pedro Dec. 2
Curacac	San Francisco Lec. 5
To De	part from This Port.
#Mama	Destination Date

Coaxet, Pacific Stemship company, In-man-Poisen mill. Elise, Balfour, Guthrie & Co., Anderson dock. William Bowden, A. F. Thane & Co., Portland lumber mill. William Bowden, A. F. Thane & Co., Portland lumber mili, Inca, A. F. Thane & Co., Eastern & Western will, Cellio, C. R. McCormick, St. Heisns, E. H. Meyer, C. R. McCormick, St. Heisns.

SAN FRANCISCO, Nov. 28.—Salled—Steamer

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ACCOUNT. From Strates Bugst, Ast, Cons. Sto. Processor for Strategy and Part of the Construction of the Strategy and Part of the Construction of the Strategy and Part of the Construction of the Strategy and Part of the St





"Just Enough Turkish"

Hotel statistics such as these are, of course, rather conclusive, since they show the smoking preference of so many men, whether traveling or at home.

These men can afford any cigarette they like. Hence the fact that at so many of these prominent places Fatima now outsells all expensive straight Turkish eigarettes is very significant.

It proves unmistakably that these smokers find something in Fatima's famous "just-enough-Turkish" blend* that other cigarettes (even the more expensive ones) do not give them. They like Fatima; and more than that, they find that Fatima treats them right-gives them the option of smoking at will, without worry about "when" or "how many".

* Fatima contains more Turkish than any other Turkish

A Sensible Cigarette
20 for 25 cents