

SAFETY WORK

Longshoremen Gradually Are Driven to Shelter.

MILLS ALSO SHUT DOWN

Prospects Today Are That Operations Will Cease Mainly of Moving Up All Dates.

A shivering waterfront struggled vainly yesterday against drifting snow and encrusting ice to maintain business as usual. The ships out on schedule. As the wind grew keener and the snow piled higher, one after another of the crews working the vessels ceased work. Lumber mills closed down and dredges ceased operation until at least the snow and the waterfront had succumbed to the unaccommodating weather and operations were practically at a standstill.

Vessels lying down the river were the first to give way. A veritable blizzard sweeping down the Columbia made the port of Astoria untenable to longshoremen. Ties from the boom in the river became coated with ice and slipped from the slings before they could be deposited in the vessel's hold. The steam tugboat *John Paulsen*, of the *Cermick* fleet, also loading at St. Helens, was obliged to stop work, as well as the Nelson steamer *Mayfair* at Wauna.

The sailing schooner *Inca*, loading at the Eastern Western Lumber company's mill in the lower harbor, was obliged to call a halt early in the day. Longshoremen loading the schooner *Bliss* at the John Paulsen mill, stayed with the tug until late afternoon, and then were driven to cover.

Ferry slips by early afternoon had become so coated with hard-packed snow and ice as to menace the life of every driver attempting to use them. River steamers, with the exception of the *John Paulsen*, were locked at the Dalles, ran as usual, though their decks and superstructures were piled high with snow and the paddle wheels were encased in ice.

Indications last night, with the thermometer at 16 degrees above zero and the snow still falling, were that maritime operations today would consist principally of unloading the data on the port calendar.

GALVESTON DRYDOCK DONE

Big Floating Structure Will Lift 10,000-Ton Vessel.

The new 10,000-ton floating drydock, under construction by the Goetz company, has been successfully put into operation. The drydock is constructed in two sections. The first has a lifting capacity of 6,000 tons and the second 4,000 tons. The structure is simple. The bottom of the structure is a row of pontoons, similar in appearance to ordinary pontoons but with a flat top. They are divided into two compartments. Steel wings go upward from both ends of the pontoons, giving the structure the appearance of the letter "U". To lower the dock the valves are opened and water flows into the pontoons, to raise it the water is pumped out.

Lumber Order Cancelled.

The steamer *Centaurus* of the Green Star line started loading Monday at the lumber mill. She is to take a general cargo to the west coast of South America. Because local mill companies recently were unable to furnish the lumber fast enough for 1,500,000 feet of lumber for the *Centaurus*, the order was canceled. It was said Monday by Y. A. Cartwright, assistant general manager of the Columbia-Pacific Shipping company, that the *Centaurus* will complete her general cargo at San Francisco.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Dec. 9.—(Special.)—The steamer *Turkey* of the Pacific Funnel line is expected in Seattle December 20, and will load for the west coast. She is bringing shipments of general cargo. The steamer *Princess* of the Blue Funnel line, now in port, will return to Seattle December 17 to complete her cargo, and will sail for the west coast with Mrs. Steiman, wife of Attorney L. B. Steiman, as sponsor, the *Shinner* & Eddy corporation, and the *John Paulsen* steamer *Robin* Adair. This steamer is scheduled to sail for the west coast on Monday at 9:30 o'clock, the vessel being the second of the *Paulsen* line. Arrangements for the launching ceremony are virtually completed.

The steamer *St. Lawrence* of the *Paulsen* line, which is scheduled to sail for the west coast on Monday at 9:30 o'clock, is being built to the United States shipping board's specifications. It will be equipped with five-foot tanks and wooden bathing devices. This vessel, which is being built by the United States shipping board's specifications, will be equipped with five-foot tanks and wooden bathing devices. This vessel, which is being built by the United States shipping board's specifications, will be equipped with five-foot tanks and wooden bathing devices.

U. S. Naval Radio Reports. (All positions reported at 9 P. M. yesterday.)

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4000-TON SHIP ORDERED

Recommendations Made in Naval Base Report.

EARLY WORK IS ADVISED

Waterway, Safe and Commodious for 1000-Foot Ships With Draft of 40 Feet. Is Advocated.

WASHINGTON, D. C., Dec. 9.—The recommendations of the naval board affecting harbor entrances and channels leading to the naval bases make mention of Astoria. Of the Oregon port the report says: "The board recommends that a safe waterway of eight battle-ships of 1000 feet in length and 40 feet in draft from the breakwater at the mouth of the Columbia river to the port of Astoria be provided at the earliest practicable date for the use of commerce and the navy, and that a sufficient anchorage therein, off the piers of the city of Astoria, be provided to permit of the anchorage of a minimum of eight battle-ships of the size given above."

Regarding development of naval operations in the Columbia river, the report says: "The board is in full agreement with the recommendation of the secretary of the navy to the effect that a submarine destroyer and a patrol boat be stationed at the mouth of the Columbia river, and that the commission in its selection of the Tongue point site for the harbor be guided by the best strategic and tactical. The board recommends the site in the locality chosen, but that a larger area, including all the shore front between the railroad and the pier head extending from the western point where Tongue point peninsula joins the mainland around and including Tongue point and along the shore line to the mouth of John Day river, is essential."

Three-Year Project Planned. "The board recommends that this work be completed at the earliest date practicable, either by purchase or by construction of a new harbor, and that the necessary maintenance and necessary aircraft for the patrol of the waters in the vicinity of the mouth of the Columbia river be provided with at once; that the project be planned to be completed within three years; and that the plans be so made as to permit of the operation of double the force recommended above in time of emergency."

It is further recommended that the navy department take up with the state department the question of the dredging of the necessary channel and anchor ground in the vicinity of the proposed harbor, and that a safe entrance be provided at least a safe division of draughts. This anchorage and channel development will not only be of great value to the fleet, but will be of great aid to commerce, and will permit of the building of a full and complete harbor facilities built and located at Astoria.

Columbia Bay Problem Solved. "The board recommends that the problem of the Columbia bay has been satisfactorily solved, there now being a depth of 42 feet over the bar, and the board is of the opinion that it will be only a short time until a minimum of 50 feet will be obtained in any weather."

It is recommended that an appropriation of \$1,500,000 be obtained from the treasury for the construction of the completed project not to exceed \$5,000,000, to be completed within three years.

Although not strictly speaking, a part of this report, the board calls attention to the fact that the desirability, primarily from a commercial point of view, but also from a strategic point of view, of the continued development of the Columbia river and the Willamette river as far as Portland, Ore.

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RETURNS GETS MACHINERY

Hull Towed at High Tide to Pacific Marine Iron Works.

MOLASSES TANK IS FILLED

Falls of Clyde to Finish Discharge of Cargo Today.

MULES TO GO TO MANILA

Horses Also Loaded on Transport Dix for Shipment.

SEATTLE, Wash., Dec. 9.—Mules from the Pacific northwest, numbering 100, were driven aboard the U. S. army transport *Dix* here today for a 23-day trip to Manila. Two hundred horses, with the next day's outfit, were also loaded on the ship.

The horses are to be used by cavalry and mounted infantry units in the Philippines. Most of them are from the *Manila* station at Camp Lewis, Tacoma.

30 Ships Building in Orient. HONOLULU, T. H., Dec. 9.—(Special.)—Thirty of the largest steamships now being built in the Orient for the United States navy, according to Andrew Farrell, former local marine reporter, who returned from Shanghai a few days ago.

Tides at Astoria Wednesday. High, 5.4 feet; low, 2.3 feet. Thursday, high, 5.4 feet; low, 2.3 feet.

Columbia River Report. NORTH BEND, Ore., Dec. 9.—Condition of the bar at 5 P. M.—Sea smooth; wind east, 24 miles.

LANE TO VOTE ON BONDS

Road Improvement Programme Estimated at \$1,984,500.

EUGENE, Ore., Dec. 9.—(Special.)—By a vote of 13 to 10 the city council appointed to pass upon the advisability of bonding Lane county for the construction of roads, which will be before the voters. The sum to be issued was not touched upon at today's meeting, and the council will convene for action at tomorrow's session.

At the meeting today the county engineer, who has prepared the estimates, had prepared a tentative map showing the roads that need to be improved by the proposed county comprehensive highway system. The total improvements necessary, according to the estimates made by the engineer, will cost \$1,984,500.

The West Hartland, one of the freighters in the oriental service of the *Paulsen* line, is expected to arrive at the port of Seattle with 3000 tons of raw rubber from Singapore and the Straits Settlements. Belonging to the *Paulsen* line, it will be shipped with this port, the Portland ship had to bill the rubber to Seattle, and all of the rubber is consigned to importers in the east, principally in New York, and as facilities for transshipment of the cargo are as good here as anywhere on the coast, the local branch of the Pacific Steamship company and the Chamber of Commerce immediately brought pressure to bear on the eastern consignees to secure their permission for diversion of the ship from Seattle to Portland.

The West Hartland will be ordered by wireless to proceed to Portland. She left Manila November 28, and is expected at the end of this month.

Port Calendar.

Offshore Vessels to Arrive.

Consulate Vessels to Arrive.

To Depart From This Port.

Vessels in Port.

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LOGGING SEASIDER

General Board Recommends Naval Expansion.

TACOMA MILLS TO EXPAND

Pacific Box Company to Increase Capitalization to \$300,000.

22 SHIPS ARE WANTED

Experiences of Late War Are Referred to in Report—Scout Cruisers Praised.

WASHINGTON, D. C., Dec. 9.—Recommendations of the navy general board for the building programme for 1921 include 22 battleships, one battle cruiser, 10 scout cruisers, five destroyers, "fleet leaders," and six submarines.

"The navy of the United States should ultimately be equal to the most powerful navy of any other nation of the world," not later than 1925, the report adds.

The statement of policy as to the ultimate strength of the navy, and the time when it should be achieved is a reiteration of the board's position as expressed in its report to Secretary Daniels each year since 1915.

Contrary to his custom for the last few years, Mr. Daniels did not make public the board's recommendations when his own annual report was released yesterday. The board's report, however, was made public in a document as it went to the president. Mr. Daniels did not himself recommend any building programme, withholding this for later presentation.

Expansion Is Urged. In its recommendations made public today at the department, the general board urged a policy of naval expansion that will guarantee protection of coast lines and the rapidly expanding policy of the navy, and a naval power in the world. Such protection, the board declared, can be had only by the maintenance of a fleet of a point where the navy is "powerful" and maintaining it at that level.

The board further asserted that the war having demonstrated that possession of a fleet powerful enough to patrol the world's coast lines, and to maintain in time of hostilities, the maintenance of such a navy by the United States would be a "great preventive of war," for the navy would be able to provoke hostilities when her own commerce would thereby be imperiled.

On Wednesday, December 17, the annual convention of the Oregon Boat and Cheese Makers' association will continue for two days, closing with a banquet December 18.

The greatest naval lesson of the war was the immense advantage of uniformity in speed and armament of the fleet. It was asserted it already was evident that first line ships of the American navy must be better equipped than the 12-inch guns of the first dreadnoughts. These ships, the board said, were rapidly assuming the same relationship to the navy's superdreadnoughts that the older battleships had to the first line ships.

German fleet, the board declared, in this connection was handicapped and out-gunned by the presence of pre-dreadnoughts of the same caliber and armament in the battle of Jutland, because they reduced "the maneuvering and fighting power of the entire force."

Scout Cruisers Commended. Emphasizing the deficiency of the American fleet in scout cruisers, the board, recommending the construction of ten of these ships, cited the value of such craft to the British fleet during the first world war, and declared it essential to "any well-balanced" navy. Recommending construction of five more of the super-dreadnought type, the board emphasized the usefulness of such ships in connection with developing the lessons of the war in submarine construction.

For development and construction of aircraft during the year, the board recommended an appropriation of \$27,000,000 with \$6,000,000 to be used for experimental construction.

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LOGGER KILLED BY LIMB

Workman Near Bend Fatally Injured by Falling Branch.

INGRATITUDE IS PUNISHED

Man Who Benefitted by Theft and Blamed "Pal," Gets 6 Months.

DAIRY MEET POSTPONED

Additional Work Caused by Storm Demands Attention.

Because of the storm yesterday, the Oregon Dairymen's league postponed its annual meeting to Tuesday of next week. Eighty members of the league met in the library and discussed league matters in earnest.

M. S. Shrook, secretary, said in speaking of the postponement: "The dairy farmers, when a snow storm comes suddenly, are confronted with many problems, the biggest of these being the care of the stock. The roads and the train service are secondary considerations. In stormy weather the work on the farm is doubled."

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