1920 SHIP SELLING CAMPAIGN PLANNED

Available Hulls and Barges Listed by Division.

1919 DEALS ENCOURAGE

Officers of Emergency Fleet Corporation Believe Present Year Will Close All Accounts.

In preparation for the selling campaign of the year 1920, which, it is confidently believed, will close the accounts of the emergency fleet corporation in the Oregon district, complete lists of hulls and barges already floated, as well as of vessels still on the ways, for the entire Pacific coast have been completed by the sales and supply division of the fleet corporation. Sales already transacted and inquiries received since the sales and supply division took over the task of disposing of the wooden vessels left unfinished by the cancellation order following the armistice lead officers of this division to predict that the entire fleet will be disposed of to private interests before the end of the coming year.

Six Vessels Sold.

Six of the vessels already have been sold and negotiations are under way for a number of others. To date San Francisco operators have bought four of the vessels, all barkentines. The Apama, Crema and Nakoni were taken by the Pacific Freighters company and the Koosawin was purchased by the Charles Nelson company.

The hull Areturus, one of the Hough ships remaining at Portland, was taken over by the Brooks-Scanlon Lumber company and E. S. Hough, designer of this type of vessel. The hull of the Delco was sold to the Sommarstrom Shipbuilding company, which constructed the vessel. It is the intention of the company to complete the Delco as a five-masted barkentine.

The Cremona and Crestone, barkentines remaining in the California fleet, are about to be sold to the Pacific Freighters company, and the schooners Cossa, Cotys, to be launched during January by the Peninsula Shipbuilding company of this city, are expected to be sold to Puget sound interests by the time they are afloat.

Statement Is Issued.

The list of the hulls remaining in the three states follows. The name of the vessel, type, rig, deadweight tonnage, percentage of completion and builder are given in order in each case:

Aburia, Ferris, hull, 3850, 80 per cent; Grant Smith-Porter Ship company.
Acarman, Ferris, barge, 3750, 100 per cent; Grant Smith-Porter Ship company.
Akanaquint, Ferris, hull, 3850, 97 per cent; Standifer Construction corporation.
Alleben, Hough, hull, 4300, 85 per cent; McEachern Ship company.
Arvonia, Ferris, hull, 3850, 96 per cent; Standifer Construction corporation.
Bedloe, Ferris, hull, 3850, 86 per cent; Feeney & Bremer.
Cabria, Ferris, barge, 3750, 77 per cent; McEachern Ship company.
Cossa, Peninsula, schooner, 4150, under way; Peninsula Shipbuilding company.
Cotys, Peninsula, schooner, 4150, under way; Peninsula Shipbuilding company.
Daulis, Ferris, barge, 3750, 100 per cent; Sommarstrom Shipbuilding company.
Egeria, Ferris, barge, 3750, 81.13 per cent; Wilson Shipbuilding company.
Fort Shaw, Ferris, barge, 3750, 81 per cent; St. Helens Shipbuilding company.
Fort Sheridan, Ferris, hull, 3850, 91 per cent; St. Helens Shipbuilding company.
Kudaspan, Ferris, hull, 3850, 97 per cent; Standifer Construction corporation.
Montezuma, Ferris, hull, 3850, 95.60 per cent; Standifer Construction corporation.
Oneiceta, Ferris, hull, 3850, 100 per cent; Wilson Shipbuilding company.
Wabanaquot, Ferris, hull, 3850, 97 per cent; Standifer Construction corporation.
Abantis, Ferris, 3750, 32.35 per cent; Grant Smith-Porter Ship company.
Abdera, Ferris, 47.66 per cent; Grant Smith-Porter Ship company.
Calpe, Ferris, 36.50 per cent; McEachern Ship company.
Calydon, Ferris, 23.20 per cent; McEachern Ship company.
Deylodon, Ferris, 30.31 per cent; Standifer Construction corporation.
No name, Ferris, 5 per cent; McEachern Ship company.
No name, Ferris, 71 per cent; St. Helens Shipbuilding company.
Meridan, Ferris, 47.05 per cent; Wilson Shipbuilding company.
Abilla, Ferris, hull, 3850, 94.98 per cent; Grant Smith-Porter Ship company.
Abnoba, Ferris, hull, 3950, 89.08 per cent; Grant Smith-Porter Ship company.
Abydos, Ferris, hull, 3850, 87.92 per cent; Grant Smith-Porter Ship company.
Academia, Ferris, barge, 3750, 77.32 per cent; Grant Smith-Porter Ship company.
Addison, Ferris, hull, 3850, 100 per cent; Sanderson & Porter.
Adria, Ward, hull, 4300, 92.90 per cent; Grays Harbor Motorship corporation.
Aeron, Ward, hull, 4300, 94.76 per cent; Grays Harbor Motorship corporation.
Agylla, Ward, hull, 4300, 89.14 per cent; Grays Harbor Motorship corporation.
Ammik, Allen, barge, 3850, 90.93 per cent; Allen Shipbuilding company.
Allenhurst, Allen, barge, 3850, 94.20 per cent; Allen Shipbuilding company.
Anthon, Ferris, Hull, 3850, 100 per cent; Sanderson & Porter.
Bayden, Ferris, barge, 3750, 78.68 per cent; Sloan Shipyard corporation, Anacortes.
Bertrand, Ferris, hull, 3850, 91.47 per cent; Sloan Shipyard corporation, Anacortes.
Bingamon, Ferris, hull, 3850, 100 per cent; Sanderson & Porter.
Biscayne, Ferris, hull, 3850, 98.97 per cent; Sanderson & Porter.
Black Wolf, Ferris, hull, 3850, 96.58 per cent; Sanderson & Porter.
Blandford, Ferris, barge, 3750, 84.18 per cent; Sanderson & Porter.
Houghton, Ferris, hull, 3850, 97.55 per cent; Harbare Bros.
Bourneville, Ferris, hull, 3850, 97.50 per cent; Wright shipyards.
Brownsmont, Ferris, hull, 3850, 97.50 per cent; Wright shipyards.
Broxton, Geary, barge, 5000, 77 per cent; Puget Sound B. & D. company.
Cabacan, Ferris, barge, 3850, 90.17 per cent; Sloan Shipyards corporation, Olympia.
Caparia, Ferris, hull, 3850, 04 per cent; Meacham & Babcock.
Cardia, Ferris, hull, 3850, 91 per cent; Meacham & Babcock.
Cenina, Ferris, hull, 3850, 88.01 per cent; Meacham & Babcock.
Chalcis, Ferris, barge, 3750, 79.58 per cent; Meacham & Babcock.
Charnis, Ferris, hull, 3750, 77.53 per cent; Meacham & Babcock.
Chesterfield, Ferris, hull, 3850, 87 per cent; Seaborn shipyards.
Cincas, Ferris, hull, 3850, 100 per cent; Nilson & Kelez.
Cinyras, Ferris, hull, 3850, 94.55 per cent; Nilson & Kelez.
Corus, Ferris, hull, 3850, 90.86 per cent; Meacham & Babcock.
Coslan, Ferris, hull, 3850, 96.80 per cent; Sloan shipyards.
Dacula, Ferris, barge, 3750, 86.92 per cent; Sloan Shipyard corporation, Olympia.
Dione, Ferris, barge, 3850, 96.61 per cent; Tacoma Shipbuilding company.
Elestra, Ferris, hull, 3850, 97.29 per cent; Wright shipyards.
Elissa, Ferris, hull, 3850, 92.87 per cent; Wright shipyards.
Endymion, Ferris, barge, 3550, 76.32 per cent; Wright shipyards.
Fort Harrison, Ferris, hull, 3850, 97.15 per cent; Tacoma Shipbuilding company.
Fort Jackson, Ferris, hull, 3850, 98.55 per cent; Tacoma Shipbuilding company.
Fort Stanwix, Ferris, hull, 3850, 97.01 per cent; Grant Smith-Porter Ship company.
Fort Union, Ferris, hull, 3850, 98.75 per cent; Tacoma Shipbuilding company.
Imukfa, Ferris, hull, 3850, 84.49 per cent; Barbare Bros.
Kitan, Ferris, hull, 3850, 98.29 per cent; Sanderson & Porter.
Leoti, Ferris, hull, 3850, 95.01 per cent; Sloan shipyards, Anacortes, Wash.
Oelwein, Ferris, barge, 3550, 97.30 per cent; Seaborn shipyards.
Pequta, Ferris, hull, 3850, 100 per cent; Sanderson & Porter.
Puyallup, Ferris, hull, 3850, 94 per cent; Seaborn shipyards.
Snoqualmie, Geary, barge, 5200, 82.51 per cent; Puget Sound B. & D. company.
Vincennes, Ferris, barge, 3550, 99.92 per cent; Seaborn shipyards.
Bidarka, Ferris, 47.11 per cent; Sloan Shipyards corporation.
Bowser, Ferris, 26.85 per cent; Sloan Shipyards corporation.
Brotherton, Ward, 34.85 per cent; Puget Sound Bridge & Drydock company.
Brundlidge, Ward, 25.30 per cent; Puget Sound Bridge & Drydock company.
Circe, Ferris, 48 per cent; Nilson & Kelez Shipbuilding company.
Cilias, Ferris, 17.05 per cent; Nilson & Kelez Shipbuilding company.
Dedona, Ferris, 45.87 per cent; Tacoma Shipbuilding company.
Dolon, Ferris, 28.20 per cent; Tacoma Shipbuilding company.
Watchung, Ferris, 28.25 per cent; Sloan Shipyards corporation.
Yantacaw, Ferris, 26 per cent; Sloan Shipyards corporation.
Achora, Ferris, hull, 3850, 94.50 per cent; Hammond Lumber company.
Admiralty, Ferris, hull, 3850, 98 per cent; Fulton Shipbuilding company.
Amata, Ferris, hull, 3850, 96.50 per cent; Hammond Lumber company.
Burmont, Ferris, barge, 3750, 93.60 per cent; Rolph Shipbuilding company.
Burnham, Ferris, hull, 3850, 93.68 per cent; Rolph Shipbuilding company.
Burnwood, Ferris, hull, 3850, 98.92 per cent, Coos Bay Shipbuilding company.
Cerrito, Ferris, hull, 3850, 96.50 per cent; Benicia Shipbuilding company.
Cocopa, Hough, barge, 4400, 95 per cent; Fulton Shipbuilding company.
Fort Laramie, Ferris, hull, 3850, 98.56 per cent; Kruse & Banks Shipbuilding company.
Fort Lewis, Ferris, hull, 3850, 95.50 per cent; Kruse & Banks Shipbuilding company.
Lynnhaven, Ferris, barge, 3550, 98 per cent; Fulton Shipbuilding company.
Nansemond, Ferris, barge, 3550, 100 per cent; Ralph J. Chandler.
Mesa, Hough, barge, 4400, 100 per cent; Coos Bay Shipbuilding company.
Pamunkey, Ferris, hull, 3850, 98.92 per cent; Coos Bay Shipbuilding company.
Peshewah, Ferris, hull, 3850, 96.86 per cent; Coos Bay Shipbuilding company.
Sammamish, Ferris, barge, 3750, 100 per cent; Coos Bay Shipbuilding company.
Setangya, Ferris, barge, 3550, 100 per cent; Coos Bay Shipbuilding company.
Wovoca, Ferris, barge, 3750, 100 per cent; Fulton Shipbuilding company.
Yalnax, Hough, barge, 4400, 100 per cent; Kruse & Banks Shipbuilding company.
Tugs not launched—Bulwark, General, Seaman, Syren.

WATERFRONT HAS HOLIDAY

VESSELS ARE TIED UP AND CREWS ENJOY DINNERS.

Pacific Steamship Company Presents Every Employe With Turkey; Managers Remembered.

The spirit of Christmas took charge of the Portland waterfront yesterday and brought business to a standstill as effectually, though more pleasantly, than the cold spell and snow storm did a short time ago. Not a vessel moved in the harbor during the daylight hours, and offices of all shipping companies were closed.

Real Christmas dinners, with turkeys and all the trimmings, were served to the crews of all the steamers in port, and this celebration amounted to the feeding of full crews of five big steamers by the Pacific Steamship company. Every employe of this company, from the office boy to the agent, received a turkey Wednesday to take home for dinner yesterday.

The steamer City of Topeka, which left here Wednesday and celebrated yesterday at North Bend and Marshfield, went out of this port with Christmas trees lashed to the masthead, and other vessels were arrayed in greens and streamers.

In the offices of the emergency fleet corporation Christmas was observed Wednesday. C. O. Yoakum, district manager of the sales and supply division, was the recipient of a huge bunch of flowers from members of his office force. The wood ship construction division had a Christmas tree Wednesday afternoon, and presents, hitting at the pet foibles of each member of the force, were distributed.

L. J. Wentworth, district manager, received a model wood ship, "with the compliments of the Seattle district." J. W. Hall, assistant manager, received a 15-cent watch to enable him to tell shipbuilders when their contract time had expired. Captain J. H. Piltz, noted for his operations against the "wobblies," received a candy six-shooter. C. L. Reed of the drafting room, who has recently become a father, was presented with a nursing bottle. Other gifts were in the same vein.

PORTER RUNS FOR CHANSLOR

Retention of Tanker on Portland-California Run Not Certain.

Taking the place of the wrecked tank steamer J. A. Chanslor, the tanker W. S. Porter, owned by the Associated Oil company, arrived at Astoria yesterday morning and started up the river for Portland, reaching her berth at Linnton last night. The Porter has been in the coastwise service of the Associated Oil company for many years, but has not called at Portland for a long time, as the needs of this port were supplied by the Chanslor and the tanker William F. Herrin.

After discharging her oil cargo here the W. S. Porter will tow the sailing tank ship Falls of Clyde to San Francisco from Astoria. Local officials of the Associated Oil company had not learned yesterday whether or not the Porter is to be retained permanently in the California-Portland service.

Movements of Vessels.

PORTLAND, Dec. 25.—Sailed, steamer Lansing, for Port San Luis. Arrived at 11 P. M., steamer W. S. Porter, from Gaviota.

ASTORIA, Dec. 25.—Sailed at 9:30 A. M., steamer Multnomah, for San Pedro, via San Francisco. Sailed at 9:30 A. M., steamer Tiverton, for San Pedro. Arrived at 10 and left up at 11:15 A. M., steamer W. S. Porter, from Gaviota.

SAN FRANCISCO, Dec. 25.—Arrived, steamer Celilo, from Portland.

TACOMA, Dec. 25.—Sailed—Steamer Governor, for San Francisco, via ports.

SEATTLE, Wash., Dec. 25.—Arrived: Steamers Eastern Gale, from Kobe; Governor, from Vancouver, B. C.; Richmond, towing barge, from San Francisco; Kashima Maru, from Hongkong.

Departed: Motorship Coolcha, for United Kingdom; Richmond, for Vancouver, B. C.

ENDING OF EMBARGO NOT YET FELT HERE

Early Effect on Flour Carriers Is Not Expected.

A. M. SCOTT GIVES VIEW

Completion of Emergency Board Ships Must Be Awaited, Says Aid to Max H. Houser.

Though the control by the United States grain corporation of the export movement of wheat and flour ended December 15, no effect of this passing of control has yet been felt in the commerce of Portland, and probably will not be felt, according to A. M. Scott, executive assistant to Max H. Houser, vice-president of the grain corporation, until the last of the emergency fleet vessels built here has sailed for New York and Europe with a cargo of flour.

Remaining flour carriers for December are the steamers Diablo and Manham, both now loading at Portland. It is a significant fact that neither of these vessels was built here. The Diablo came here from San Francisco and the Manham from Seattle. If ships are to be sent here from other Pacific ports in this manner to take cargoes from Portland, the control of the grain corporation over flour shipments will continue to be felt until the last of the shipping board vessels has sailed from this coast.

January Sailings Slated.

Sailings scheduled for January include the steamer Siletz, which is now undergoing repairs and will be ready for loading again within a week, the West Hassanampa, being outfitted by the Columbia River Shipbuilding corporation for December delivery, and the steamers Abercos and Pawlet awaiting launching in the Vancouver yard of the G. M. Standifer Construction corporation.

With the sailing of these vessels, but one shipping board vessel will remain for Portland loading, the steamer Bearport, the last of the ten steel ships contracted for by the government from the Standifer company. The Bearport will probably be delivered some time in February.

Rise in Rates Expected.

Under an arrangement between the two government concerns, the fleet corporation and the grain corporation, flour has been carried from this coast to New York at a much lower rate than that which can be offered by private operators. It is considered doubtful that the fleet corporation will continue this low rate after the building programme on the Pacific coast has been completed. The low rate was made by the fleet corporation to aid in the movement of steel vessels from this coast to the Atlantic, where they are said to be urgently needed for the movement of food to Europe. An entirely different situation will confront the shipping board when vessels must be sent from the Atlantic to load here, and it has been expected that the old low rate will no longer apply under these conditions.

Pacific Coast Shipping Notes.

ASTORIA, Or., Dec. 25.—(Special.)—The tank steamer W. S. Porter arrived from California at 10:30 A. M. with a cargo of fuel oil and proceeded to Portland.

As a result of the freshet in the upper Columbia river and its tributaries, large quantities of driftwood are beginning to float down stream and are proving a menace to navigation. Ice floes are still numerous in some parts of the river and a string extends from the mouth of the Willamette river to St. Helens, but it is not of sufficient strength to interfere with vessels.

Pilot Allyn, who brought the steam schooner Multnomah from Portland this morning, reports that all the lights along the river with two exceptions were burning last night.

The lumber laden steamer Brookwood is still delayed here on account of the cracking of one of her engine columns and when she will be able to proceed to sea is not known.

Captain Fritz Hirsch, the pilot, received official notice this A. M. from Federal Inspectors Edwards and Wynn, completely exonerating him of blame in connection with the collision between the steamer Nishmaha and the ship Reuce on November 29.

The steam schooner Multnomah, carrying a cargo of lumber from Portland, sailed at 9:30 today for Los Angeles.

Laden with a cargo of lumber from Westport, the steam schooner Tiverton sailed at 1 o'clock today for San Pedro.

The schooner Elsie, laden with lumber for Cape Town, South Africa, is ready to sail as soon as the weather conditions outside are favorable. She will probably get away tomorrow.

Carrying lumber from the Hammond mill the steam schooner Trinidad sailed for San Pedro at noon today.

PORT TOWNSEND, Wash., Dec. 25.—(Special.)—The steamer Eastern Gale, built in Japan for the United States shipping board, arrived this morning from Kobe with a part cargo of oriental products. After discharging at Seattle she will be surveyed before being accepted by the shipping board. Two more steamers built in Japan will soon arrive and will complete the contract with the shipping board.

The barkentine James Johnson, arriving this morning from Apia, brought 1050 tons of copra for discharge at Tacoma. She will shift early Friday morning to Tacoma.

On her maiden voyage in the service of the Osaka Shoshen Kaisha company, the Amur Maru reported by wireless that she will arrive for quarantine Friday morning. She is one of the new freighters the Osaka Shoshen Kaisha company will add to its trans-Pacific fleet.

George R. Monk, a pioneer shipbuilder of the northwest, died yesterday at his home in Kent. Among the vessels built under his supervision was the barkentine James Johnson, arriving here today. Mr. Monk arrived at San Francisco in 1866, where he engaged in shipbuilding for a year, coming north in 1867. He was 74 years old and almost up to the time of his death he had engaged in shipbuilding work.

TACOMA, Wash., Dec. 25.—(Special.)—It was expected by local marine men that the barkentine James Johnson, 61 days out from Apia with copra for Tacoma discharged, would be here tonight or tomorrow. The vessel passed in Wednesday evening.

Christmas day was generally observed along the water front. There was very little movement of shipping. The only departure was the Governor, bound for San Francisco, which got away this morning. The vessel made her last departure at 11 o'clock tonight instead of 5 o'clock, in order to give her crew a little shore time.

On account of the trouble in securing coal here the Andes Maru of the Osaka Shosen Kaisha, arriving Wednesday from New York was shifted from Port Townsend to Comox, B. C., to bunker.

The Ceylon Maru of this line got her fuel at San Francisco. On account of government restrictions brought about during the coal strike the O. S. K. officials could not bring coal here from British Columbia as it would be subject to seizure. This ruling worked a hardship on the steamship line.

SEATTLE, Wash., Dec. 25.—(Special.)—One thousand tons of scrap iron from the Panama railway will be loaded in Balboa by the steamship Valdez, which will inaugurate the new intercoastal service of the Alaska Steamship company, it was learned in Seattle today.

The Christmas ship of the Nippon Yusen Kaisha fleet, the big liner Kashima Maru, with nearly 200 passengers from the far east, poked her nose into Puget sound waters this morning just as the holiday was being ushered in. She reached Port Townsend a few minutes after the stroke of 12 and at 12:30 A. M. was on her way to Seattle. At 4 o'clock this morning, long before Seattle was astir, the vessel was in her berth at the Great Northern pier, Smith cove.

The Kashima brought big consignments of oriental cargo for Seattle and despite the fact that today was a holiday, began discharging heavy silk shipments which in a few hours were on their way across the continent. No other cargo will be handled before midnight or early tomorrow morning. A fine winter passage was made by the Kashima, and while there were days of rather rough seas, the weather was mild for this season of the year.

The steamship Fushima Maru of the Yusen Kaisha was expected in Seattle from ports in the orient January 10, which was also the date announced for the departure of the Kashima from this port for the far east.

For the first time in his life, David Rodgers, the master shipbuilder, passed Christmas in bed. Ill for two months, he was just beginning to regain his old-time strength, but it will be some time before he will be able to be about. He suffered a complete breakdown November 1, as the after effects of his shipbuilding achievements for Uncle Sam during the war.

COOS BAY, Or., Dec. 25.—(Special.)—The steamship City of Topeka arrived at 1:50 this afternoon from Portland, bringing a cargo of freight and a few passengers for this port. The Topeka, according to the opinion at coast-guard lookout stations, will not sail south before tomorrow, as there was rough water on the bar.

The Johanna Smith was delayed in the lower bay, having moved down last night with the hope of getting out this afternoon.

SAN FRANCISCO, Cal., Dec. 25.—(Special.)—After completing a war service of two years on the Atlantic, the Matson liner Matsonia returned to San Francisco today. She brought 178 passengers, assembled from various eastern cities to make the first tourist voyage through the Panama canal since commerce was interrupted by the war.

The passengers included numerous wealthy persons and, according to P. M. Levy, purser, who compiled the figures, the tourists, either as individuals or members of prominent families, represent fortunes estimated as $500,000,000. Captain Charles Peterson broke all former speed records of the liner in order to make possible a Christmas day arrival. Usually the Matsonia steams at 15 knots, but for two days the big ship averaged better than 17 knots. The Matsonia was reconditioned at Newport News after having been released by the Government.

Sixteen vessels, held outside the heads by the thick "land" fog which banked up outside and over the Golden Gate, entered port today when the weather cleared. Among the vessels which were from several hours to a day late on arrival, were 11 steam schooners, three passenger liners and two oil tankers.

The Admiral Dewey from Seattle and the steamer Curacao from Portland and Eureka, arrived with a fair list of passengers.

U. S. Naval Radio Reports.

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

GLORIETTA, from Kahului for San Francisco, 280 miles from San Francisco; 8 P. M., December 24.

JACOX, from San Francisco for Sydney, 815 miles from San Francisco; 8 P. M., December 24.

ADMIRAL SCHLEY, from Seattle for San Francisco, 190 miles from San Francisco.

C. A. SMITH, from Coos Bay for San Francisco, barbound inside Coos bay.

SEQUEN, from San Francisco for Seattle, 464 miles north of San Francisco.

BRADFORD, from Vancouver for San Francisco, 526 miles north of San Francisco.

WASHTENAW, from Port San Luis for Portland, 159 miles from Portland.

SEATTLE, from Portland for San Francisco, 82 miles south of Columbia river.

VENTURA, for Sydney, 350 miles south of Honolulu; 8 P. M., December 24.

VENEZUELA, for San Francisco, 1569 miles from San Francisco; 8 P. M., December 24.

WEST KEENE, from San Francisco for Honolulu, 650 miles southwest of San Francisco; 8 P. M., December 24.

COALINGA, for San Francisco, 569 miles from San Francisco; 8 P. M., December 24.

MAUI, from Honolulu for San Francisco, 1950 miles from San Francisco; 8 P. M., December 24.

COLONEL E. L. DRAKE, from San Pedro for Honolulu, 470 miles from San Pedro.

KLAMATH, from Seattle for San Pedro, 15 miles north of Cape Blanco.

LYMAN H. STEWART, from Seattle for Oleum, 135 miles from Oleum.

GLORIETTA, from Kahului for San Francisco, 80 miles from San Francisco.

LURLINE, from San Francisco for Honolulu, 234 miles west of San Francisco.

WEST KEENE, from San Francisco for Honolulu, 850 miles southwest of San Francisco lightship.

WHITTIER, from San Francisco for Port San Luis, 63 miles from Port San Luis.

WEST HENSHAW, from Tacoma for Colon, 633 miles south of Flattery.

PARAISO, from San Francisco for Manzanillo, 45 miles south of San Clemente.

FRED BAXTER, from San Francisco for Seattle, 65 miles north of San Francisco.

CAPE MAY, from San Francisco for Yokohama, 150 miles west of San Francisco.

WAHAMA, from San Francisco for San Pedro, 80 miles south of San Francisco.

JADDEN, from Tacoma for Balboa, 94 miles south of San Francisco.

MOFFITT, from Seattle for Point Orient, 17 miles north of Point Orient.

MERIDEN, from San Francisco for Seattle, 95 miles from San Francisco.

CELILO, from San Francisco for San Pedro, 50 miles south of San Francisco.

ATLAS, towing barge 93, from Portland for Richmond, 105 miles from Richmond.

MANOA, from Honolulu for San Francisco, 305 miles west of San Francisco.

Tides at Astoria Friday.

High.	Low.
3:31 A. M.... 7.9 feet	9:32 A. M.... 3.6 feet
3:50 P. M.... 8.4 feet	9:51 P. M.... 0.5 foot

Columbia River Bar Report.

NORTH HEAD, Dec. 25.—Condition of the bar at 5 P. M.—Sea, rough; wind, 24 miles.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 25.—Maximum temperature, 51 degrees; minimum, 39 degrees. River reading, 8 A. M., 10.2 feet; change in last 24 hours, 0.8 foot rise. Total rainfall (5 P. M. to 5 P. M.), trace; total rainfall since September 1, 1919, 16.67 inches; normal rainfall since September 1, 17.88 inches; deficiency of rainfall since September 1, 1919, 1.21 inches. Sunrise, 7:52 A. M.; sunset, 4:31 P. M.; total sunshine, 4 hours and 39 minutes; possible sunshine, 8 hours and 52 minutes. Barometer (reduced to sea level), 5 P. M., 30.48 inches. Relative humidity: 5 A. M., 93 per cent; noon, 52 per cent; 5 P. M., 91 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	34	44	0.00	..	SE	Clear
Boise	4	46	0.00	..	W	Clear
Boston	26	32	0.08	12	NW	Clear
Calgary	28	42	0.00	12	NW	Clear
Chicago	20	36	0.00	18	SE	Cloudy
Denver	40	58	0.00	..	NW	Cloudy
Des Moines	20	34	0.00	..	W	Cloudy
Eureka	50	52	0.12	..	SE	Clear
Galveston	46	66	0.00	..	N	Rain
Helena	38	42	0.00	30	SW	Clear
†Juneau	40	*44	0.24	12	E	Rain
Kansas City	32	40	0.00	14	SE	Cloudy
Los Angeles	58	80	0.00	..	..	Cloudy
Marshfield	40	..	0.00	..	..	.....
Medford	..	52	0.00	..	SW	Clear
Minneapolis	10	38	0.00	18	W	Cloudy
New Orleans	42	46	0.00	..	NW	Clear
New York	22	28	0.10	20	N	Clear
North Head	42	46	0.02	24	S	Cloudy
Yakima	..	46	0.00	..	N	Clear
Phoenix	..	76	0.00	..	..	Clear
Pocatello	..	46	0.14	..	W	Pt. cloudy
Portland	39	51	0.00	..	NW	Cloudy
Roseburg	44	52	0.20	..	NE	Clear
Sacramento	48	58	0.00	12	NW	Clear
St. Louis	22	40	0.00	20	SE	Clear
Salt Lake	22	34	0.00	..	NW	Cloudy
San Diego	50	70	0.00	..	NW	Pt. cloudy
San Fran.	46	58	0.00	..	NW	Clear
Seattle	46	48	0.00	12	S	Cloudy
Seattle	..	48	0.14	..	SE	Rain
Spokane	34	38	0.00	..	S	Cloudy
Tacoma	44	52	0.01	..	SW	Cloudy
Tatoosh	48	50	0.02	..	..	Cloudy
†Valdez	26	*30	0.56	..	..	Snow
Walla Walla	40	50	0.08	..	S	Clear
Washington	22	32	0.00	..	NW	Clear
Winnipeg	24	38	0.00	34	NW	Clear

†A. M. today. *P. M. report preceding day.

FORECASTS.

Portland and vicinity—Fair; gentle southwesterly winds.

Oregon—Fair; gentle southwesterly winds.

Washington—Fair, except occasional rain near coast; colder east portion; moderate southwesterly winds.

"Made-in-Oregon" Bonds

In a new and comparatively undeveloped state like Oregon there are unlimited possibilities for legitimate and productive employment of grouped capital. A systematic, business-like means of organizing the savings of a multitude of individuals into a co-operative total, ample to create the desired improvements, is furnished through the facilities of a dependable investment banking institution.

Name of Issue—	Maturity	Price to Yield
City of Astoria, Oregon, 6s	1929	5 %
Deschutes Valley W. D., Or., 6s	1924-1936	5.25%
City of Hubbard, Oregon, 6s	1927	5.25%
City of Klamath Falls, Or., 6s	1920-1929	5.125-5.25%
City of Molalla, Oregon, 6s	1922-1929	5.125 %
Port of Newport, Oregon, 5s	1933-1943	5.20%
City of Pendleton, Oregon, 5s	1924	5 %

Lumbermens Trust Co.
Bonds-Trusts-Acceptances
Capital & Surplus $600,000
Lumbermens Bldg.
San Francisco Portland,—Oregon. Seattle

Exempt from all Dominion Government Taxation
$100,000.00
Province of Alberta
5½% GOLD BONDS
Due: December 15, 1929
DENOMINATION: $1000

A general tax obligation of the entire province of Alberta. These bonds are payable in gold coin of the United States in New York or at the quarters of Morris Brothers, Inc.

PRICE: TO YIELD 6.60%

LIBERTY and VICTORY BONDS
If you must sell your Liberty or Victory Bonds, sell to us.
If you can buy more Liberty or Victory Bonds, buy from us.
On Wednesday, December 24, 1919, the closing New York market prices were as given below. They are the governing prices for Liberty and Victory Bonds all over the world, and the highest. We advertise these prices daily in order that you may always know the New York market and the exact value of your Liberty and Victory Bonds.

	1st 3½s	1st 4s	2d 4s	1st 4¼s	2d 4¼s	3d 4¼s	4th 4¼s	Victory 3¾s	Victory 4¾s
Market	$99.06	$92.50	$91.30	$93.20	$91.30	$93.46	$91.34	$98.92	$98.92
Interest	.11	.12	.49	.13	.48	1.19	.48	.11	.15
*Total	$99.17	$92.62	$91.76	$93.33	$91.78	$94.65	$92.17	$99.03	$99.07

*When buying we deduct 37c on a $50 bond and $2.50 on a $1000 bond.
We sell at the New York market, plus the accrued interest.
Burglar and Fireproof Safe Deposit Boxes for Rent
Open Until 8 P. M. on Saturdays.

MORRIS BROTHERS, Inc.
The Premier Municipal Bond House. Capital One Million Dollars.
Morris Building, 309-311 Stark St. Between 5th and 6th.
Telephone Broadway 2151. Established Over a Quarter Century.

OREGON MUNICIPALS YIELDING ABOUT 6 PER CENT

There's something good for your 1920 investment.

NO INCOME TAX TO PAY

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CLARK, KENDALL & CO. INC.
GOVERNMENT, MUNICIPAL AND CORPORATION BONDS
FIFTH AND STARK STREETS—PORTLAND OREGON

MUNICIPAL BONDS
From the States of
OREGON—WASHINGTON—IDAHO
To Net 4.90% to 6.50%
Exempt From Present Income Tax
E. L. Devereaux & Company
Municipal Bonds
87 Sixth Street Broadway 1042
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INVESTMENT BONDS
6% FIRST MORTGAGE SERIAL BONDS
Secured by First Mortgage on Improved Farm Property
In Denominations of $100, $500, $1000, $2000, $5000
PRICE PAR, TO NET 6%
Normal Federal Income Tax Paid by Borrower
For further information, call or address
COMMERCE MORTGAGE SECURITIES COMPANY
Ground Floor Chamber of Commerce Bldg., 91 Third Street.

GOVERNMENT, CORPORATION AND MUNICIPAL
BONDS
TO NET FROM 5% TO 7%
PREFERRED STOCKS—LOCAL SECURITIES
ROBERTSON & EWING
207-8 NORTHWESTERN BANK BLDG.

THE NATIONAL CITY COMPANY NATIONAL CITY BANK BUILDING NEW YORK
Grace Steamship Company
6% Marine Equipment First Mortgage Serial Gold Bonds.
Strongly secured, the stock of this company, excepting only directors' shares, is owned by W. R. Grace & Co., present net worth over $50,000,000, which agrees to pay sufficient charter hire to meet issue requirements.
Due 1920 to 1934 at prices to yield from 6% to 6½%
THE NATIONAL CITY COMPANY
Correspondent Offices in over 50 Cities
Portland—Yeon Building. Telephone—Main 6072.

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BROKERS
201-2-3 Railway Exchange.
Direct Private Wires to All Exchanges.
STOCKS, BONDS, GRAIN, COTTON
SERVICE, THAT'S ALL
Telephones—Main 283, Main 284
Correspondents
E. F. Hutton & Co., New York; Clement Curtis & Co., Chicago; Hayden Stone & Co., Boston.

LIBBY, McNEILL & LIBBY
CHICAGO
DIVIDEND NO. 43.
Dividend of FIFTY CENTS (50c) per share on the capital stock of Libby, McNeill & Libby, will be paid on January 5, 1920, to stockholders of record December 12, 1919, as shown on the books of the company.
On account of annual meeting transfer books will be closed from December 13, 1919, to January 8, 1920, inclusive.
HARRY WILLIAMS, Secretary.

HIDES TALLOW PELTS WOOL
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SULLIVAN HIDE & WOOL CO.
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The ruthless destruction of a long-used Macadam road is a wilful waste of an ideal base for laying a permanent wearing surface. This destruction has been practiced and communities that have paid for such roads are calling for a halt. The old Macadam road is an ideal base for
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WARREN BROTHERS COMPANY

Rheumatic Pains
Quickly Eased By Penetrating Hamlin's Wizard Oil
A safe and harmless preparation to relieve the pains of Rheumatism Sciatica, Lame Back and Lumbago is Hamlin's Wizard Oil. It penetrates quickly, drives out soreness, and limbers up stiff aching joints and muscles.
You will find almost daily uses for it in cases of sudden mishaps or accidents such as sprains, bruises, cuts burns, bites and stings. Just as reliable, too, for earache, toothache croup and colic.
Get it from druggists for 30 cents. If not satisfied return the bottle and get your money back.
Ever constipated or have sick headache? Just try Wizard Liver Whips, pleasant little pink pills, 30 cents. Guaranteed.

PIMPLES ON FACE BURNED SEVERELY
Hard, Red and Large. Lost Sleep. Cuticura Heals.
"I was affected severely with pimples on my face and they led to disfigurement and torture. I tried many remedies, but they only caused my face to smart and chap. The pimples were hard, red, and large. They burned severely and caused loss of sleep.
"A friend told me about Cuticura Soap and Ointment. After using them for ten or twelve days the pimples disappeared entirely. I was healed." (Signed) A. E. Rohland, 539 Pacific Electric Bldg., Los Angeles, Calif., Dec. 28, 1918.
Cuticura Soap, Ointment and Talcum are ideal for every-day toilet uses.
Soap 25c, Ointment 25 and 50c, Talcum 25c. Sold throughout the world. For sample each free address: "Cuticura Laboratories, Dept. H, Malden, Mass."
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