FEED HUNGRY PUPILS IS PLEA TO WOMEN

Housewives' Council Hears Miss Lutie Stearns.

WORK BY STATE URGED

"You Can't Make Child in the Class Room Object of Charity," Is Further Message.

"You can't teach a hungry child." This bit of philosophy was elaborated upon before the housewives' council yesterday by Miss Lutie Stearns, Milwaukee clubwoman and lecturer, who is passing a month in Portland.

"You can't make a child in the classroom an object of charity. The only thing to do is to make the spending of public money to feed him legitimate," she declared.

The session of the housewives was an unusually busy one, was well attended and devoted to discussion of a number of timely problems. Indorsement was given a resolution adopted by the Portland Grade Teachers' association concerning the correction of defects in the act creating the present court of domestic relations, and another providing additional funds for charitable institutions already receiving state aid. That $20 per capita be allowed for these charges was favored in the discussion following passage of the resolutions. A committee headed by Mrs. J. C. Othus was appointed to work with the grade teachers in going over the first bill.

Feeding by Public Urged.

A review of the work of providing milk for poor children at Holman school preceded Miss Stearns' talk. The Milwaukee woman took up similar phases of the plan as applied to her home city, describing efforts of clubwomen there to supply the milk through private subscription. The school board, now, she said, allows $8000 a year to provide hot soup, chocolate and milk to the poor. In New York breakfast is being given 10,000 children in the schools.

"When the parent is unable to get the food, the public must see that the child has it," she said. "Did you know that in Portland one out of every five tots does not get milk. Some parents seem to have the idea that coffee is the thing, and in many personal investigations I have made elsewhere I have found them feeding the baby anything from that to the water in which the cabbage for dinner was boiled."

High Prices Are Traced.

Miss Stearns, besides coming from the principal dairy state in the union, has first-hand knowledge of the business through having relatives engaged in it. She explained how the increasingly heavy requirements placed by health boards on dairymen have been responsible for the greater cost. She traced the effect of each innovation upon the price, also placing a good share of the blame upon the housewife.

Milk Food Value Emphasized.

"When you raise the price of milk even 1 cent," Miss Stearns went on, "a great many people drop it, but if you raised on some other commodity this would not be the case. They do not realize that one quart is equal to eight eggs, or three-quarters of a pound of sirloin steak, or two pounds of chicken."

In addition to the regular afternoon meeting of the housewives' council next Tuesday a social session will be held in the evening and a committee of three has been appointed to make arrangements for the programme.

CLAIMS OF CREW DENIED

EXTRA COMPENSATION ON THE WEST HARTLAND DENIED.

Shipping Commissioner Announces Decision After Probe Into Bad Food Reports.

Claims of members of the crew of the steamer West Hartland for additional compensation on the ground that they did not receive proper food on the vessel's return voyage from the orient to Portland were denied yesterday by Harry Montgomery, United States shipping commissioner for Portland, following a thorough investigation of the case.

In making public his decision yesterday, Mr. Montgomery said: "As the officers and crew of the ship gave testimony that was directly opposite and contradictory, I based my decision on the only disinterested testimony that was offered. This consisted of a certificate signed by the port physician at Manila stating that the meat and provisions were fresh enough to use. The crew testified that the food was unfit to eat, and the captain and officers testified that it was in good condition. I was obliged, therefore, to take the only testimony that was corroborated. The penalty is refused."

The West Hartland arrived here December 29 with a cargo of rubber from Singapore and hemp from Manila. She finished discharging yesterday evening and will go on drydock for painting and minor repairs as soon as the port of Portland drydock is available. Following this operation, she will load a full cargo of lumber for the orient. She is one of the five vessels in the Portland-oriental service of the Pacific Steamship company.

EIGHTY APPRENTICES ON TRIP

Seamen From West Seattle Training Station on Way to Honolulu.

SEATTLE, Wash., Jan. 6.—With 80 apprentice seamen from the West Seattle station of the shipping board's merchant marine training station, the steamer Brookdale today is on the high seas bound for Honolulu. The Brookdale left here Sunday and passed Cape Flattery last night.

The Brookdale is carrying lumber and cement loaded in Bellingham.

BAY SHIPYARD BUYS STEEL

San Francisco Company Buys Material From Government.

After clearing away the last material remaining at the Oakland shipyard, Badt-Falk & Co. of San Francisco have purchased 650 tons of reinforcing steel which they intend to utilize in commercial projects under contract in California. The material was purchased through the supply and sales division, Emergency Fleet corporation, which two weeks ago disposed of a hull form there, constructed for turning out a concrete steamer, to the Keller Glove Building company of Los Angeles for $37,000. One concrete hull, the Palo Alto, was launched during the war drive, and further work was stopped by cancellation orders.

Jay S. Hamilton, in charge of sales on the coast, reported on his return from San Francisco yesterday that material and equipment at other San Francisco bay yards were being checked over preliminary to disposing of it to the builders and such as remained would be shifted to the concentration warehouse at Alameda.

Hood Boat Service Interrupted.

HOOD RIVER, Or., Jan. 6.—(Special.)—The whistle of a steamboat was heard today for the last time until early February. The Dalles City, caught by the December cold wave at The Dalles, passed here today on the return to Portland. The river steamer suffered badly from broken water pipes.

TOPEKA BADLY DAMAGED

RUDDER AND STERN FRAME BOTH ARE BROKEN.

Portland-San Francisco Service of Pacific Company to Be Handled by Admiral Goodrich.

When the steamer City of Topeka, which lost her rudder at the entrance of the Columbia river early Saturday morning, was lifted yesterday in the port of Portland drydock, it was discovered that her injuries were more serious than was at first believed. It was announced by Frank O'Connor, agent of the Pacific Steamship company, owner and operator of the vessel, that the repairs probably will require about 25 days.

Not only is the rudder of the City of Topeka gone, but her stern frame is also broken. The only way Mr. O'Connor can account for the damage to the Topeka is that she was injured in November when she grounded storm first on a sand spit inside the Coos Bay bar. After running aground she was refloated and continued her journey to Portland, where she was examined by surveyors for the underwriters, but it is believed by Mr. O'Connor that the injuries to the vessel's stern existed at this time though they were not discovered because she was not placed in drydock.

A substitute will not be placed on the Portland-Coos Bay-Eureka-San Francisco run while the City of Topeka is incapacitated, Mr. O'Connor said yesterday, because none is available. The entire Portland-San Francisco service of the company during the period of repairs will be handled by the steamer Admiral Goodrich, which is on her way up the coast.

STEEL SURPLUS DEAL MADE

Material at Oakland Yards Involved in Negotiations.

Negotiations have been closed for the purchase from the supply and sales division of the emergency fleet corporation of the last shipbuilding material remaining in the Oakland yards of the San Francisco Shipbuilding company, it was reported yesterday by Jay S. Hamilton, in charge of sales for the coast, on his return from San Francisco.

The sale just completed included 650 tons of reinforcing steel. It was bought by Badt, Falk & Co., of San Francisco. A hull form, constructed for turning out a concrete steamer, was last week sold at the same plant to the Keller-Glove Building company of Los Angeles.

FIRE DAMAGES MONTEAGLE

Damage to Canadian Pacific Liner Reported From Hongkong.

HONGKONG, Jan. 6.—Fire broke out in the engine room of the Canadian-Pacific liner Monteagle in port here, on December 31, and it was with great difficulty that the flames were extinguished by the crew, it was announced today. The damage was said to have been extensive.

The Monteagle arrived here December 30 from Vancouver, B. C., via intermediate ports.

Clauseus May Load in South.

If her schedule is not changed before she arrives there, the steamer Clauseus of the Green Star line, which left down from the oil docks at 1:30 o'clock yesterday afternoon, will load general cargo at San Francisco for Europe. When the first Green Star ship built here, the steamer Corvus, went out in ballast last November, it was announced that the others of this line built here would load at Portland. A few days ago, however, it was given out that the Clauseus would go to Puget sound to load. Notwithstanding all previous advices to the contrary, when the master of the Clauseus cleared his vessel at the customs house yesterday, he gave his destination as San Francisco.

West Hassayampa Due to Load.

The steamer West Hassayampa, the last 8800-ton steamer to be built in this district for the emergency fleet corporation and the last vessel in the present programme of the two big South Portland shipbuilding plants, is expected to be checked in today by the Columbia-Pacific Shipping company, to whom she has been assigned for operation. She will take a cargo of flour to New York and is expected to start loading Saturday morning.

DAILY CITY STATISTICS

Marriage Licenses.

SAWYER-APPLEYARD—Morris T. Sawyer, 42, Royal hotel, and Ellen Appleyard, 39, Royal hotel.

HAEHLEN-WILLIAMS—Rudolph Haehlen, 22, 431 East Taylor street, and Jane H. Williams, 22, 641 East Fifty-fourth street North.

SIEWERT-BUTTCHER — Gus Siewert, 23, 561 Albina avenue, and Jessie Buttcher, 18, 667 Kerby street.

GLENNON-ROONEY—Edward P. Glennon, legal, 834 Lovejoy street, and Annie M. Rooney, legal, 834 Lovejoy street.

LANTIS-COOK—Wilfred Lyle Lantis, 31, Condon, Or., and H. Essie Cook, 26, Rainier hotel.

STIRA-STAPULYTIS—John C. Stira, 32, 266 Front street, and Mary Stapulytis, 17, 923 Cosbert street.

BRUMBACH-BRUMBACH — Vernon C. Brumbach, legal, 117½ Knott street, and Katherine Mable Brumbach, legal, 646 Kerby street.

GIANINI-CHELI—Battista Gianini, 42, 5345 Ninty-seventh street Southeast, and Agnes Cheli, 32, 5345 Ninety-seventh street Southeast.

Vancouver Marriage Licenses.

SUTTON-SUTTON—Aiva Sutton, 41, Ridgefield, Wash., and Mrs. Julia Sutton, 36, Ridgefield, Wash.

KILTON-HOSKINS—Joseph Kilton, 26, Portland, and Lena Hoskins, 27, Portland.

KORKELA-BRANDER—Viktor Korkela, 34, Astoria, Or., and Suona Brander, 26, Astoria, Or.

MATHEW-MILLER—Virgil Mayhew, 21, Maupin, Or., and Violet Miller, 19, Maupin, Or.

HALSTEN-JOHNSON—Henry Halsten, 50, Brush Prairie, Wash., and Pauline Johnson, legal, Brush Prairie, Wash.

LARSEN-HUNTER—L. P. Larsen, 31, Portland, and Mary Hunter, 26, Portland.

KNAPP-HENDERSON—Richard Knapp, legal, Portland, and Mrs. Anna Henderson, legal, Portland.

PARKINSON-LOOP—Will Parkinson, 33, Portland, and Azalia Loop, 34, Portland.

FISHERS PLAN FIGHT ON TROLLING BAN

Protection of Industry Off Columbia Is Aim.

NEW CODE IS PROPOSED

Lower River Canners Are Replacing Gill Nets With Diver Pattern Due to Twine Price.

CHINOOK, Wash., July 6.—(Special.)—The local members of the Columbia River District Trollers' union held a meeting Saturday evening, preliminary to a general meeting of the entire union to be held at Ilwaco today. It is expected that at that meeting steps will be taken to combat any legislation designed to injure their calling, or to prohibit hook and line fishing in the Pacific ocean off the mouth of the Columbia river. These steps may take the form of drafting a new fishing code for joint ratification by Oregon and Washington containing provisions which will elminate those features of troll fishing which have been so vigorously denounced by the fish commissions of both states and which were deplored by the United States bureau of fisheries in its annual report to the secretary of commerce.

The trollers are very outspoken in their resentment of the charge that they operate on the "feeding grounds" of the salmon. C. H. Jackson, president of the trollers' union, said:

"There is not the slightest reason for supposing that salmon remain within a few miles of the Columbia river bar for four years from the time they are spawned until they enter fresh water again.

Fishing Is Limited.

"Every observed fact is against this theory. If it were true these small, immature salmon fish could be caught at any time. The fact is that it is only at rare intervals and for very limited periods of time that such fish are encountered. Last year they were all caught in the early weeks of May by a few larger boats which could venture out some 20 or 30 miles to sea. They were not caught in any one place, but appeared to be running in schools in a northerly direction—each school moving north to go farther north to catch them.

"In June a few were taken, but after that no more were found. They must be nutritious feeding grounds that can support several billion salmon by supplying food three weeks in a year. It is the belief of the fishermen that these were schools of fish migrating to some northern points that never would have entered the Columbia river."

That diver nets will entirely supersede gill nets as a means of catching salmon in the lower Columbia river and that this change will be effected in a very few years, is the opinion of many of the well-informed fishermen and canners of this section. Divers were numerously operated in the drifts further up the river during the 1919 season, and to their aura attributed the remarkably prolific season enjoyed by the fishermen there.

Twine Prices Prohibitive.

But the main reason for fishermen changing to the new style nets is the prohibitive cost of gillnet twine, which has never receded from its war-time price, and is now around $4 per pound. A diver net need not be constructed of linen, but twine or cotting webbing being strong enough to hold the largest salmon. Cotton twine is less than $1 per pound. In addition to this much less twine is required to make a diver net than a gill net.

The diver net gets its name from the fact that it operates well along the bottom of the river. It is built with three walls, the center one composed of ordinary 6 or 6½-inch meshes and the two outside ones of large meshes, about 30 inches stretch measure. When the fish strikes the small mesh it carries the web through the large mesh and is caught in a pocket. Should it turn about and start back, it is caught in a double pocket.

A 150-fathom diver net can be made for about $250, while the same length gill net would cost around $1000. It is said that not a single new gill net has been woven on the lower Columbia river in the past year. Nearly every cannery on the river has men engaged in knitting diver nets.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Jan. 6.—(Special.)—Twenty pairs of blue foxes, valued at $20,000, reached Seattle yesterday aboard the Alaska Steamship company's liner Alaska, from Latouche. The foxes were consigned to C. Higo, who came down from the north with the animals. Mr. Higo said he will ship the foxes to Japan, where a number of fox farms are being established. He placed a value of $1000 a pair on the animals.

The Alaska brought a total of 155 passengers from Seward, Latouche, Cordova, Juneau and Ketchikan. The vessel's cargo consisted of copper ore, salt and frozen fish and other freight.

Cargo valued at more than $15,000,000, one of the highest records in dollars in the trans-Pacific movement, is aboard the big Nippon Yusen Kaisha liner Fushimi Maru, which steamed from Yokohama December 30 and will arrive in Seattle January 12.

The cargo includes 5705 bales of raw silk, valued at $11,510,000. Due to the jump in silk, this is the most valuable shipment of the kind ever brought to Seattle, although it was not the largest.

Details of the Fushimi's cargo were received here by the Seattle offices of the Nippon Yusen Kaisha in a cablegram from Yokohama.

Besides the raw silk the Fushimi has 1248 packages of case silk, which will be shipped to New York by passenger-express.

That the fleet of five 8800-ton steel steamships yet to be completed on the Columbia river for the Green Star Steamship company of New York, will be loaded on Puget sound for any world port providing cargo and rate conditions are favorable, was the advice brought to Seattle by George R. Walker, manager of Struthers & Dixon, who has just returned from a San Francisco conference with officials of the company.

COOS BAY, Or., Jan. 5.—(Special.)—The boats which had been barbound here for two days were able to sail today and three cleared for the south. The C. A. Smith, which arrived off the harbor Sunday and was reported outside Monday, came in during Sunday night at 11 and was not reported locally.

The steamer Schooner Yellowstone, with lumber for San Francisco, taken on at the North Bend Mill & Lumber company's plant, sailed at 11:20.

The Daisy Freeman, which came in last week for a lumber cargo at the Bay Park sawmill, sailed for San Francisco this afternoon at 1:15.

Having spent nearly a week in port, the steam schooner Martha Buehner, which had lumber from the Buehner mill, sailed for San Francisco this noon and will return in a week.

ASTORIA, Or., Jan. 6.—(Special.)—The lower Columbia river district was visited last night by the most dense fog of the season. It was so thick that navigation was materially interfered with and vessels were unable to run on the river. The tank steamer Lansing, which crossed in about midnight from California with a cargo of fuel oil for Portland, was compelled to drop anchor in the lower harbor until morning. She left up the river at nine today.

The steamer Circinus after taking on 1,000,000 feet of lumber at Knappton shifted today to the Hammond mill, where she will load 1,200,000 feet.

The steamer Nishmaha, flour-laden from Portland for New York for orders, sailed at 11:10 today. She was scheduled to sail at 2 o'clock this morning, but was delayed by the fog.

After taking on a part cargo of lumber at Westport, the steam schooner San Jacinto shifted this afternoon to St. Johns to finish loading.

The steam schooner Florence Olsen shifted last night from Westport to Ranier to finish loading lumber.

After discharging fuel oil in Portland the tank steamer Wm. F. Herrin sailed at noon today for California.

With a cargo of fuel oil for Astoria and Portland, the tank steamer Captain A. F. Lucas arrived at 10 o'clock today from San Francisco.

ABERDEEN, Wash., Jan. 6.—(Special.)—The steamer Carmel cleared for San Francisco today at noon from the Lytle mill, Hoquiam.

The barkentine Forest Dream is still waiting for favorable weather to cross the bar. She is heavily laden and is drawing 21 feet 11 inches of water aft.

PORT TOWNSEND, Wash., Jan. 6.—(Special.)—With a cargo of box shooks, lumber and miscellaneous freight, the shipping board steamer West Segovia sailed this afternoon for Honolulu in the service of the Matson Navigation company. The West Segovia was recently assigned to that company for operation in the triangular service from Puget sound to Honolulu and San Francisco.

According to present plans of the Green Star Steamship company, the first of the five 8800-ton steel steamers now being built on the Columbia river will come to Puget sound to load for any world port which freight offering is made. The vessel will be completed in February. The Green Star company is now operating four steamers, the Clauseus, the last vessel launched, is now en route to San Francisco, where she will load a cargo of beans for Hamburg.

With a cargo of lumber loaded at Mukilteo for the Hawaiian islands, the schooner A. F. Coats was towed to sea this afternoon.

SAN FRANCISCO, Jan. 6.—(Special.)—As a result of a suggestion made by local shipping men to T. K. Larke, Pacific coast manager for the International Mercantile Marine, the New York concern may put into effect a service of passenger liners between the Atlantic port and Honolulu by way of San Francisco, it was announced today. Following the arrival of the Matson Navigation company's liner Matsonia from New York with a full list of tourists, local shipping interests have been informed that a regular tourist service between New York and the islands via the Panama canal and San Francisco, is looked upon with favor in the east. A service of this character is expected to be installed as soon as the ships become available.

The British tank steamer British Isles, en route from New York for this port for the Shell company, will load a full cargo of kerosene oil for Shanghai, it was announced today.

The schooner Mindora, which arrived from Levuka late on Monday, with 750 tons of copra for Wolff, Kirschmann & Co., will unload tomorrow and then turned over to Walter S. Scammell, her new owner. Scammell made the purchase from the Petroleum Products company.

A small one-funnel steamer was reported to be drifting helplessly toward the south, two miles off Point Bonita late tonight. It was believed that the vessel's engines had become disabled. A call for assistance was sent to the office of the Red Stack tugs, operated by Shaw & Cole, and the tugs was dispatched to the rescue. The identity of the craft had not been learned, but it was not believed that she was in any particular danger.

With general cargoes, three shipping board steamers departed for the orient today. They were the West Mingo, Captain Jones for Yokohama via Manila; Easterling, Captain Eaton, for Shanghai, and Haleakala, Captain Fleming, for Yokohama, via Manila. It was reported that these vessels had large consignments of liquor, being sent out of the country to prevent their being sealed by the government.

The British steamer Satania, Captain Trott, departed for Shanghai via Nagasaki this morning.

TACOMA, Wash., Jan. 6.—(Special.)—It was expected this afternoon that the question of whether the officers in the engineering force of the Robin Hood would line with their superiors would be cleared up and the ship made ready for sea. This question came up several days ago following the ultimatum of the deck and engineroom officers that they would eat only at a table presided over by the chief engineer and master of the vessel. The matter was carried to the owner, the Skinner & Eddy company, with the result that it was said an agreement had been made and the engineers would go to sea. The vessel will sail for Chile.

The Governor of the Admiral line has nearly a full cargo of freight for Tacoma this voyage and almost the full load out for San Francisco. The vessel is due here tomorrow night.

President C. W. Wiley, of the Todd Drydock & Construction, left here today for San Francisco yesterday on business connected with the shipbuilding industry.

The Providencia after discharging her ore leaves will shift to Harbor Island and lumber for San Pedro. The vessel will return to San Francisco and load ore for Tacoma.

With a capacity cargo totaling 11,000 measurement tons, 95 per cent of which was loaded on Puget sound and a good part of this percentage taken on in Tacoma, the steamship Nishmaha of the United States shipping board's fleet sailed today for Honolulu, Port Allen, Kahului and Hilo, Hawaii.

The freight aboard the big freighter consists of lumber, box shooks, flour, feed and other commodities. The vessel is managed by the Matson Navigation company, whose fleet of vessels for the Hawaiian trade will call at this port. The West Segovia has already made one trip to the orient and return for Struthers & Dixon, and this is her second trip since the sound since she was turned over to the shipping board.

The Cello arrived at the Tidewater mill today and will load the vessel, and then after which she will shift to the Puget Sound mills to complete her cargo.

The regular monthly meeting of the directors of the Steamship operators company will be held in the office of H. F. Alexander tomorrow. Many prominent steamship men will be present at this meeting.

U. S. Naval Radio Reports.

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

DIANA, Portland for United Kingdom, 62 miles south of Cape Blanco.

EL SEGUNDO, 245 miles north of Richmond, bound for Seattle.

JOHANNA SMITH, San Francisco for Coos Bay, 60 miles south of Coos Bay.

ADMIRAL DEWEY, Seattle for San Francisco, 145 miles from San Francisco.

ASUNCION, Richmond for Eureka, cruising off Eureka, bar-bound.

STANLEY, Seattle for Yokohama, 650 miles west of Cape Flattery, Jan. 5, 8 P. M.

ADMIRAL FARRAGUT, Wilmington for San Francisco, 104 miles west of Wilmington.

WHITTIER, San Luis for San Pedro, 103 miles from San Pedro.

IRIS, off Santa Barbara.

FRED BAXTER, Everett for San Pedro, 462 miles from Everett.

LYMAN STEWART, Seattle for Oleum, 437 miles from Oleum.

W. F. HERRIN, Linnton for San Francisco, 75 miles south of Columbia river bar.

LANSING, Port San Luis for Portland, 70 miles from Portland.

SILVER SHELL, Martinez for Richmond Beach, 408 miles north of San Francisco lightship.

NISHMAHA, 68 miles south of Columbia lightship.

BROOKDALE, Seattle for Honolulu, 506 miles from Seattle.

ATLAS, towing barge 93, Portland for Richmond, 70 miles from Portland.

ARGYLL, Oleum for Seattle, 200 miles from Seattle.

F. H. BUCK, Gaviota for Portland, 105 miles from Columbia river bar.

RICHMOND, towing barge 95, Richmond for Seattle, 550 miles from San Francisco.

ENTERPRISE, Kahului for San Francisco, 1094 miles from San Francisco.

CHINA, San Francisco for orient, 2810 miles from San Francisco.

WEST SELKIRK, San Francisco for Manila, 1118 miles from San Francisco.

MANOA, San Francisco for Honolulu, 746 miles west of San Francisco.

ARCHER, San Francisco for Honolulu, 1052 miles from San Francisco.

WALLINGFORD, Kahului for San Francisco, 950 miles from San Francisco, January 5, 8 P. M.

CAPTAIN A. F. LUCAS, Point Orient for Wilbridge, at anchor Astoria, awaiting pilot.

PORTER, Martinez for Linnton, 100 miles from Martinez.

LA BREA, Honolulu for Port San Luis, 525 miles from Port San Luis.

STANDARD ARROW, Shanghai for San Pedro, 415 miles northwest from San Pedro.

WILLAMETTE, San Francisco for San Pedro and San Diego, 90 miles south of San Francisco.

QUEEN, San Francisco for Seattle; 59 miles north of San Francisco.

Phone your want ads to The Oregonian. Main 7070, A 6095.

FISHER MILLS BUY FOUR RIVER LOTS

400-Foot Frontage in Albina Costs $83,000.

NEW PLANT IS HINTED

Purchasers Decline to Reveal Purpose, but Say Deal Is Not for Speculation.

Four lots fronting on the Willamette river in the Albina district have changed hands for a consideration of $83,000, according to information released yesterday, the purchaser being the Fisher Flouring Mills company, which bought the frontage from the Lewis Investment company of this city.

For the Fisher interests the deal was handled by W. P. Fisher, treasurer and sales manager of the company, whose milling operations extend from Montana to California. The deed comprises river front lots 16, 17, 18 and 19, with a frontage of 400 feet and a depth of approximately 275 feet. The tract is south of the Albina Engine & Machine Works and is ideally situated from the standpoint of a water-front manufacturing site, with splendid delivery facilities.

Mr. Fisher declined to make known what plans the company may have for the development of the property, but made it clear that the acquisition of Portland property is closely identified with the future projects of the company and is not of a speculative nature.

"For 15 years the Fisher interests have enjoyed business relations with Oregon merchants," said Mr. Fisher yesterday. "I am not prepared to say how we plan to develop our purchase, but this is certain—the Fisher Flouring Mills company did not purchase 400 feet of choice water frontage along the Willamette river for speculative purposes. Our business is the milling business."

Yet Mr. Fisher gave an inkling of the company's purpose by directing recollection to what befell the purchase of tidelands on Harbor island, west waterway, Seattle, in 1911, at which time a non-committal attitude was maintained.

"On our Seattle tidelands," said Mr. Fisher, "we erected what experts in milling construction have pronounced to be the finest flouring mills in America, the largest west of Minneapolis."

NORTH BEND MILLS REOPEN

Double Shift Is Started — Oversupply of Labor on Hand.

NORTH BEND, Or., Jan. 6.—(Special.)—The North Bend Mill & Lumber company's mill, which has been closed down for the past two weeks for the purpose of making needed repairs and alterations after a continuous run of more than a year, resumed operation on a double-shift basis yesterday. That an oversupply of labor exists here temporarily was evidenced when more than 30 men who applied for work in the mill were turned away yesterday after a full day and night crew had been secured.

The Buehner Lumber company is also making extensive repairs and improvements on its plant in this city preliminary to increasing the capacity to meet the heavy demand for lumber. At the present time a large percentage of the lumber cut here is shipped by boat to California ports, owing to the shortage of cars, which has cut down rail shipments to less than 50 per cent of normal.

Lumbermen of this section are anticipating the heaviest volume of business in the history of the local lumber industry during the ensuing year and are making arrangements to operate the mills to the maximum capacity to meet the requirements of the trade.

ARETURUS TO BE RENAMED

Oil-Burning Steamer to Be Known as Anson S. Brooks.

The hull Areturus, which was recently purchased from the supply and sales division of the emergency fleet corporation by E. S. Hough, designer of this type of wooden vessel, and the Brooks-Scanlon Lumber company, is to be renamed the Anson S. Brooks after a member of the firm. The vessel is now being completed as an oil burning steamer at the plant of the Pacific Marine Iron Works.

This announcement was made yesterday by Mr. Hough, who was in the city conferring with officials of the supply and sales division over the proposed purchase of additional equipment for the vessel. He said that as soon as the craft is ready for sea she will load lumber for Cuba, and will then go into the lumber trade on the Atlantic coast.

Marine Notes.

The wooden steamer Owatama, built by the Wilson Shipbuilding company at Astoria, was brought up the river yesterday to await her turn on the drydock for caulking and final conditioning for sea. She has been assigned to the Pacific Steamship company for operation, and is scheduled for delivery January 12.

Another wooden steamer, the Clackamas, 35th hull of the Peninsula Shipbuilding company, is scheduled for a river trial trip at 8 o'clock this morning. Two wooden steamers besides the Clackamas and two sailing schooners remain to be delivered to the emergency fleet corporation by the Peninsula company.

The steam schooner Multnomah shifted last night from the Clark-Wilson mill to the mill of the West Oregon Lumber company to continue loading.

The steam schooner Ernest H. Meyer left down for St. Helens at 10 o'clock yesterday morning.

The steamer Rose City sailed at noon yesterday with passengers and freight for San Francisco.

Movements of Vessels.

PORTLAND, Jan. 6.—Arrived at 8 P. M., steamer Lansing, from Port San Luis. Sailed at 10 A. M., steamer Ernest H. Meyer, for San Pedro via St. Helens. Sailed at 1:30 P. M., steamer Clauseus, for San Francisco. Sailed at 12:30 A. M, steamer W F Herrin, for Gaviota

SAN FRANCISCO, Jan. 6.—Arrived—Steamers Willamette, from Astoria; Oleum, from Astoria. Departed—Steamers Elizabeth, for Bandon; Admiral Mayo, for Portland; Admiral Goodrich, for Portland; Maui, for Honolulu; West Sesuana, for Yokohama.

SEATTLE, Jan. 6.—Arrived—Steamer Fulton, from British Columbia ports. Departed—Steamers West Segovia, for Honolulu; Governor, for Vancouver.

TACOMA, Wash., Jan. 6.—Arrived—Steamer Cello, from San Francisco.

MELBOURNE, Jan. 1.—Arrived—Balcotta, from Seattle.

YOKOHAMA, Dec. 30.—Sailed—Fushima Maru, for Seattle.

ASTORIA, Jan. 6.—Arrived at 5 and left up at 9 A. M., steamer Lansing, from Port San Luis. Arrived at 7 A. M., steamer Captain A. F. Lucas, from Point Orient. Arrived down at 10:20 A. M., and sailed at 12:15 P. M., steamer W. F. Herrin, for Gaviota. Sailed at 11:10 A. M., steamer Nishmaha, for New York.

SAN FRANCISCO, Jan. 6.—Arrived at 7 last night, steamer Tamalpais, from Portland. Arrived at 7 and sailed at 10 A. M., steamer Willamette, from Portland for San Pedro. Arrived at 7 A. M., steamer Curacao, from Portland via Eureka and Coos Bay. Arrived at 7 A. M., steamer Oleum, from Portland.

YOKOHAMA, Dec. 25.—Arrived—Steamer Coaxet, from Portland, for Hongkong, via Manila (17 days from Portland to Yokohama).

Columbia River Bar Report.

NORTH HEAD, Jan. 6.—Condition of the bar at 5 P. M.—Sea smooth; wind northwest, four miles.

Tides at Astoria Wednesday.

Low.	High.
2:07 A. M... 3.5 feet	8:03 A. M... 7.6 feet
1:41 P. M... 0.9 feet	8:40 P. M... 1.0 feet

LIVESTOCK TRADE IS GOOD

MARKET IS HEALTHY IN ALL DEPARTMENTS.

Cattle Average About 25 Cents Higher—Sheep and Lambs Firm—Hogs Steady.

Ten loads of stock reached the yards yesterday. There was an active demand throughout the day and the market was in healthy condition. Cattle ranged higher with the market good and active in spots. Hogs were steady with a top quotation of $15.25. Sheep and lambs were firm.

Receipts were 225 cattle, 8 calves and 183 hogs.

The day's sales were as follows:

	Wgt.	Price		Wgt.	Price
1 steer..	730	$8.50	12 hogs..	282	$12.50
3 steers.	930	9.00	11 hogs...	270	12.75
1 steers.	995	11.00	7 hogs...	275	15.25
1 steer..	820	7.00	1 hog...	310	14.25
28 steers.	1042	11.35	15 hogs...	130	15.25
8 steers.	871	8.00	1 hog...	400	12.50
2 cows..	906	6.85	16 hogs...	208	12.35
3 cows..	953	5.00	2 hogs...	480	13.00
1 cow...	1095	7.00	2 hogs...	380	12.00
19 cows..	985	9.25	10 hogs...	327	15.00
2 cows..	955	6.00	1 hog...	500	11.00
6 cows..	749	8.25	10 hogs...	258	12.75
3 cows..	890	8.50	5 hogs...	186	15.25
4 cows..	625	4.00	1 hog...	220	15.25
1 cow...	1020	6.75	1 hog...	310	14.25
1 cow...	510	8.00	2 hogs...	210	15.25
1 cow...	950	7.00	1 hog...	350	13.75
1 cow...	870	5.25	8 hogs...	233	15.25
2 cows..	975	7.50	2 hogs...	260	6.00
2 cows..	975	7.00	1 hog...	420	11.00
26 cows..	821	8.50	15 hogs...	258	12.75
2 cows..	495	6.50	23 hogs...	168	13.25
1 cow...	820	7.75	23 hogs...	108	12.75
1 cow...	1070	7.50	1 hog...	270	14.25
23 cows..	943	9.50	2 hogs...	215	14.75
9 cows..	894	8.50	15 hogs...	195	15.25
3 cows..	1013	8.00	1 hog...	350	13.25
3 calves.	313	13.00	3 hogs...	195	15.25
1 calf...	350	9.00	23 hogs...	128	13.50
3 calves.	273	11.00	6 lambs..	93	12.50
1 calf...	260	7.00	25 lambs..	74	13.50
2 calves.	140	10.00	5 lambs..	92	13.25
1 calf...	290	8.00	1 ewe...	130	6.50
3 calves.	93	13.00	1 ewe...	80	10.00
1 bull...	1020	7.00	2 ewes..	110	7.50
1 bull...	1150	5.00	1 buck..	220	4.00
1 bull...	630	6.50	1 ewe...	150	7.75
6 hogs..	205	15.25	7 mixed.	890	8.00
5 hogs..	134	13.75	10 hogs...	228	15.00
5 hogs..	206	13.25	2 ewes..	180	5.50
1 hog...	280	13.25			

Livestock prices at local yards follow:

	Price.
Cattle.	
Best steers	11.00@11.75
Good to choice steers	10.50@11.00
Medium to good steers	9.00@ 9.75
Fair to good steers	8.00@ 9.00
Common to fair steers	7.00@ 8.00
Choice cows and heifers	9.00@10.00
Good to choice cows, heifers	7.75@ 9.00
Medium to good cows, heifers	5.75@ 7.75
Fair to medium cows, heifers	4.75@ 5.75
Canners	3.50@ 5.50
Bulls	6.00@ 8.25
Prime light calves	12.50@13.00
Good calves	7.00@12.50
Stockers and feeders	8.00@ 9.50
Hogs.	
Prime mixed	14.75@15.25
Medium mixed	14.25@14.75
Rough heavies	12.25@13.25
Pigs	11.75@13.75
Sheep.	
Eastern lambs	13.00@14.00
Light valley lambs	13.00@13.50
Heavy valley lambs	10.50@11.50
Feeder lambs	10.00@12.00
Wethers	9.50@10.00
Yearlings	10.00@11.00
Ewes	6.00@ 7.00

Chicago Livestock Market.

CHICAGO, Jan. 6.—Hogs—Receipts 80,000, slow, 35c to 40c lower. Bulk $14.55@14.80, top $14.90; heavy $14.55@14.80, medium $14.65@14.90; light $14.55@14.80, light light $14.15@14.65; heavy packing sows, smooth $14@14.50; packing sows, rough $13.40@14; pigs $13.50@14.50.

Cattle—Receipts 20,000, weak. Beef steers, medium and heavyweight, choice and prime $17.75@20; medium and good $10@17.75; common $8.75@11; lightweight, good and choice $13.50@19.25; common and medium $8@13.50; butcher cattle, heifers $6.50@14.75; cows $6.40@13.50; canners and cutters, $5.25@6.40; veal calves $16.25@17.50; feeder steers $7.50@12.50; stocker steers $6.50@10.50.

Sheep—Receipts 17,000, strong. Lambs 84 pounds down $16.50@19.00; culls and common $13@16; ewes, medium and good $8.50@11; culls and common $5@8.25.

Omaha Livestock Market.

OMAHA, Jan. 6.—(United States Bureau of Markets.)—Hogs—Receipts 16,000, market slow, 25c to 35c lower. Top $14.50. Bulk $14.15@14.40; heavyweight $14.25@14.40; medium weight $14.30@14.50; light weight $14.15@14.30; light light $14@14.20; heavy packing sows, smooth $14.10@14.25; packing sows, rough $13.90@14.10; pigs $11@12.50.

Cattle—Receipts 7000, killing grades active, 15c to 25c higher. Feeders 25c higher. Beef steers, medium and heavyweight, choice and prime $16.50@18.50; medium and good $11.75@16.50; common $8@11.75; lightweight, good and choice $16.25@18.50; common and medium $9.50@16.25; butcher, heifers $7@14.25; cows $6.75@13; canners and cutters $5@6.75; veal calves, light and heavyweight $13@14.50; feeder steers $7.75@14; stocker steers $7.25@11.50.

Sheep—Receipts 9000,