

LOWER STRENGTH OF IRON TO COAST Savings to Aggregate \$17,000 on 8800-Ton Vessel.

CO-OPERATION WINS FIGHT News of Reduction From \$1.25 to \$1 a 100 Pounds Received From Several Sources.

A reduction in transcontinental freight rates on shipping steel plates from \$1.25 to \$1 per 100 pounds, which has been reported from several sources to have been decided upon by the United States railroad administration, is unanimously hailed by the steel shippers of this district as the greatest boon to shipbuilding on the Pacific coast that has ever taken place.

A saving of 25 cents on every 100 pounds of steel that goes into a vessel will aggregate a saving of \$17,000 in the construction of the average 8800-ton steel vessel, manufactured in great numbers by the Northwest Steel & Columbia River shipbuilding companies, it is estimated by C. L. Whitney, traffic manager of the Columbia River Shipbuilding corporation. A correspondingly greater saving will be effected by the construction of the larger vessels of the type being built by the G. M. Standifer Construction corporation.

The reduction of the rate of a fight waged by all the builders of steel ships on this coast, who combined to form the Pacific Coast Shipbuilders' Traffic Association. This association, supported by contributions from the steel shippers, including the three at Portland, urge a delegation to Washington to urge a reduction in the freight rate.

The reduction granted in the railroad administration is not all that was asked, but it is accepted by the shipbuilders as a great benefit nevertheless. The demand of the shipbuilders was for a rate of 90 cents per 100 pounds.

News of the action of the railroad administration in granting the reduction has been received privately from several sources and an official announcement is expected from Washington in a few days. A personal telegram confirming the news was received yesterday by George Thomas, traffic manager for the G. M. Standifer Construction corporation, from a member of the traffic association's delegation in Washington. A similar message is reported to have been received by the Pacific Coast chamber of commerce from Max Thelen, director of public service of the railroad administration.

Senator Phelan of California, was also quoted recently in a Washington dispatch to The Oregonian, to the effect that the reduction had been approved and would be announced soon.

\$500,000 DAMAGES ASKED DELAY IN INSTALLING MOTORSHIP ENGINES ALLEGED.

Alaska-Pacific Navigation Company Files Suit Against Philadelphia Company.

ASTORIA, Or., Jan. 15.—(Special.) Demand for half a million dollars damages for breach of contract in installing machinery in the motorship Oregon, is made by the Alaska Pacific Navigation company, which has filed a suit in the circuit court against the Southwark Foundry & Machine company of Philadelphia, and the Standard Gas Engine company of Chicago.

The plaintiff asserts the complaint, built the motorship Oregon and on March 17, 1918, the Standard Gas Engine company entered into a contract with the plaintiff to install the engines in the motorship Oregon for \$51,000, the engines to be shipped from Philadelphia and be installed within nine months from the date of the contract. At the time the contract was made, says the complaint, the plaintiff paid the gas engine company \$51,000, and on March 18, 1918, the Philadelphia company received the order for the machinery and accepted it.

The hull was completed in time, the plaintiff avers, but owing to delays in the delivery of the gas engines it could not be launched until February 17, 1917, whereas, but for the delay, the vessel could have been launched on February 1 of that year.

There was a great demand for motorships at the time, continues the complaint, and had the Oregon been in commission at the time she had earned \$50,000 a month for her owners from February 1, 1917, but her engines were not ready until October of that year. The plaintiff seeks to recover \$50,000 for each of the 10 months the vessel was out of commission, as well as the cost of the delivery of her machinery, or a total of \$500,000.

Blue Eagle Reaches Antwerp. A telegram received by the Columbia-Pacific Shipping company stated that the Portland-built steamer Blue Eagle, which that company operated on a trip from this port to Cardiff with a cargo of ties, has arrived at Antwerp. The Blue Eagle sailed from Cardiff in Bristol, and returned to Antwerp. She is a wooden steamer, built by the George F. Rodgers company at Astoria.



Scene from the Emilie Chautard production, "The Mystery of the Yellow Room" which will open tomorrow at the Star theater. 2—Scene from Zane Grey's "Desert Gold," which will open tomorrow at the Sunnset theater.

With considerable effectiveness. Others in the cast who deserve special mention for their work are Edwina Dill, Edwina Dill, Ethel Grey Terry and W. H. Burton.

Screen Gossip. "The Illiterate Dignit" is the latest Will Rogers composition. The following is an extract from it: See Senator Phelan made a speech in Los Angeles on "How to Save California from Japan and Iowa."

They already have Honolulu. Population 100,000. They are now taking over the islands and the people who live there. It is rather odd to see the word "characterization" used in describing the acting of an actor on the screen, as it appears to be the almost invariable rule of film players to let such stories tell themselves. But there is none of the "act" get this over as quickly as possible, attitude discernible in the cast of "The Mystery of the Yellow Room." The story, too, is considerably above the scenario of the average mystery photoplay.

To give a detailed description of the plot would be betraying the purpose of Mr. Chautard, for he has succeeded in holding the spectators' interest until the final scene, and that is in the nature of a surprise. The story starts with an attempted murder and the escape of the criminal, and thenceforward concerns itself with the attempt to catch him and bring him to justice.

Lorin Baker, a pocket-size gentleman with a remarkable resemblance to Ernest Truex, plays the role of the newspaper reporter who solves the mystery. Mr. Baker is not only a person of talent, he has a personality that is caught by the camera

officials that Seattle port charges will be lowered. COOR BAY, Or., Jan. 15.—(Special.)—The Johanna Smith arrived at San Francisco at 7:45 this morning.

Transport Delayed by Heavy Fog in Columbia. AHEIDIKEN, Wash., Jan. 15.—(Special.)—The Johanna Smith arrived at San Francisco at 7:45 this morning. The steamer Dolly Gadsby and Laeasen arrived at 10 o'clock from San Francisco and are loading the Donovan mill. The dredge Mielche, completing its season's work, will arrive at Seattle tomorrow to clear today for Portland, where it will undergo repairs before returning to Coos Bay. The tug Pacific will be lowered harbor waiting orders from the Coast Survey. The tug Pacific, logging company's craft, is having a new boiler installed this week.

ASTORIA, Or., Jan. 15.—(Special.)—The barge Isaac Reed, which arrived last night from San Francisco in tow of the tug Relief, dropped anchor in the lower harbor. She will remain there until the Red Star, which is expected to arrive from Seattle, returns with the barkentine Robert Thomson. The tug Pacific will be towed to British Columbia to load coal.

The steam schooner Clarendon is due from Astoria with general cargo for Portland. The steam schooner Trinidad, which is loading lumber at the Hammond mill will complete her cargo tomorrow and sail for Astoria. The transport Dequesne will be due tomorrow from Honolulu to load flour at Portland.

TACOMA, Wash., Jan. 15.—(Special.)—Tacoma marine interests were centered today on the arrival of the Santa Alicia, which sailed at noon for San Francisco. The Santa Alicia, which reached here from the west coast, and the party aboard, including the captain, Ed Chesley, "hard-working" I. D. Johnson, "Commodore" Ben Peterson and Pilot, will arrive at Tacoma tomorrow morning. The Santa Alicia, which is owned by the Grace Line vessel when here. Among the passengers are the captain, Ed Chesley, "hard-working" I. D. Johnson, "Commodore" Ben Peterson and Pilot, will arrive at Tacoma tomorrow morning.

Preparatory to inaugurating a regular passenger service to the sound and ports in the far east, the Pacific Steamship company has appointed Dunsenham McCarthy, formerly city passenger and freight agent of the company here, but now morning to Dupont to discharge, after which she will return here to load. The Santa Alicia, which is owned by the Grace Line vessel when here. Among the passengers are the captain, Ed Chesley, "hard-working" I. D. Johnson, "Commodore" Ben Peterson and Pilot, will arrive at Tacoma tomorrow morning.

PORT TOWNSEND, Wash., Jan. 15.—(Special.)—The United States shipping board steamer West Hesselbine sailed today for Tacoma, where she will be loaded at Tacoma. The West Hesselbine is a 3,500-ton vessel, built by the United States shipping board. The steamer will be in charge, deemed it safer to anchor for the night, and the transport will spend the night at anchor off Columbia City, below at Helena.

At noon yesterday the fog lifted somewhat and the Marica started feeling for the Eliza George. The Marica, which is in the North Bank dock at 4:35 o'clock. The Marica, which is in the North Bank dock at 4:35 o'clock. The Marica, which is in the North Bank dock at 4:35 o'clock.

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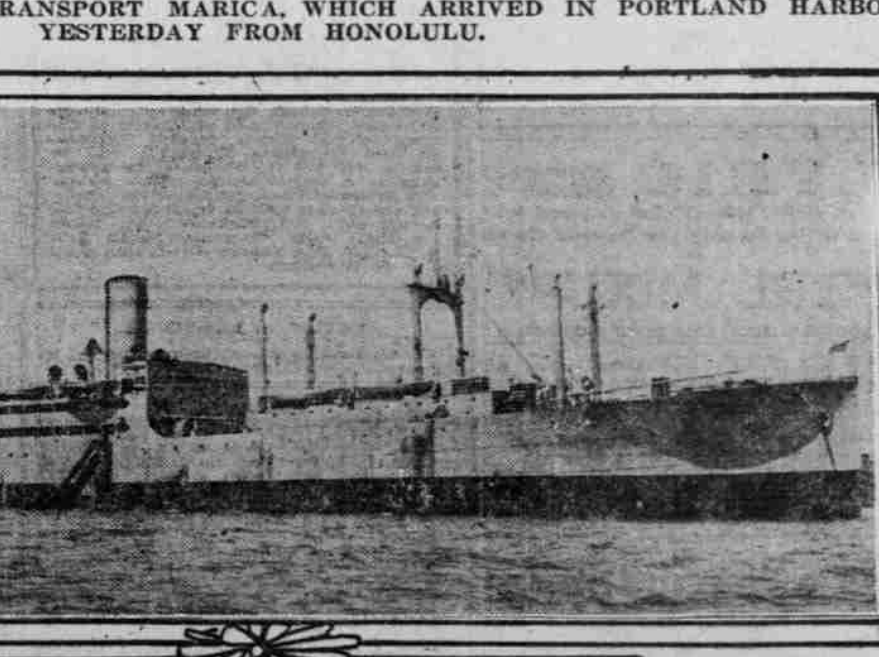
NEW YORK, Jan. 15.—Inauguration of a fortnightly passenger service of American flag steamers between New York and the west coast of South America was announced here today by W. R. Grace & Co. to become effective this spring. The steamers Santa Teresa and Santa Eliza, recently released from the U. S. Navy, are being reconducted to join the steamers Santa Ana and Santa Luisa, now under contract to the company.

Pacific Coast Shipping Notes. SEATTLE, Wash., Jan. 15.—(Special.)—The steamer Santa Eliza, which is owned by W. R. Grace & Co., is expected to arrive at Valparaiso in 18 days, with stops at Callao, Arica, Iquique and Antofagasta.

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COLUMBIA RIVER BAR REPORT. NORTH HEAD, Jan. 15.—Condition of the bar at 5 P. M.—Sea moderate; wind south, 15 miles.

UNITED STATES ARMY TRANSPORT MARICA, WHICH ARRIVED IN PORTLAND HARBOR YESTERDAY FROM HONOLULU.



This big troopship, which carried Yanks home from France after the armistice, is here to take a full cargo of flour to the Atlantic. She has accommodations for 2000 troops, as well as for more than 10,000 tons of freight or equipment. The Marica made the voyage from Honolulu to Astoria in seven days, averaging 14 nautical miles per hour for the voyage.

RENOVO PROTESTS AGAINST PROSECUTIONS.

Tacoma Metalworkers' Convention to Address Congress.

COOLIE IMPORTATION HIT.

Move is Begun to Organize Migratory Workers—San Francisco Strikers to Get Funds.

Tacoma, Wash., Jan. 15.—Protest to congress against the wholesale campaign of indiscriminate arrests and deportations for presumed violations of the espionage law, is contained in a resolution adopted today by the coast district convention here of delegates representing 150,000 metal trades union workers of the Pacific coast.

The measure was introduced by the committee on resolutions and was adopted by unanimous vote of the delegates, the convention press committee announced tonight. Copies will be forwarded to congress. Along with this resolution will go another, adopted by the convention, demanding stricter immigration laws which would prohibit the importation of coolie labor and Asiatics.

Some Opposition Met. This resolution encountered some opposition from representatives of those unions of skilled workers which advocate working conditions of their members, but was worded so as to avoid conflict of this sort, making it acceptable to the organized laborers' union on the coast is not an American Federation of Labor organization, but is affiliated with the longshoremen's international union.

San Francisco Makes Appeal. The vote given in financial conference to the San Francisco workers who have been out on strike since October 1 for an eight-hour day, an increase, was granted following an appeal from Frank C. Miller of San Francisco, who declared the men have not been treated fairly.

BAILEY GATZERT HAS FIRE. Passengers on ex-Portland Steamer Have Exiting Experience.

SEATTLE, Wash., Jan. 15.—Flames which broke out on the Puget sound steamer Bailey Gatzert, half an hour before the vessel left for Seattle, from Bremerton, Wash., late today, were put out and a panic among the 400 passengers on board averted by quick action on the part of officers and crew.

DAILY METEOROLOGICAL REPORT. PORTLAND, Or., Jan. 15.—Maximum temperature, 44 degrees; minimum temperature, 26 degrees; wind, S.W. 4 to 8 P. M. 67; change in last 24 hours, +18.

Table with columns for Station, Minimum temperature, Maximum temperature, Wind direction and force, and Weather. Includes stations like Baker, Boise, Boston, etc.

Forecast: Portland and vicinity—Rain; southerly winds. Washington and Oregon—Cloudy, with rain in west portions; moderate southerly winds.

COLUMBIA-PACIFIC SHIPPING CO. European Pacific Line. From PORTLAND, OREGON. For ROTTERDAM, LONDON AND LIVERPOOL. S. S. "WEST CAYOTE" (100 AI). Sails From Municipal Dock No. 1 About January 30, 1920.

Lines to Orient Planned. PASSENGER SERVICES FROM PACIFIC COAST PROPOSED. Delegate to Shipping Conference in Washington Reports to San Francisco Chamber.

AVANCE SALE IS POSITIONED. Underwriters Ask More Time to Examine Motor Ship.

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TRAVEL BY STEAMSHIP ADMIRAL LINE. S. S. CITY OF TOKYO. Sails from Portland at 5 P. M. January 22 for North Bend, Marshfield, Eureka and San Francisco, connecting with steamers to Los Angeles and San Diego.