

2 STEEL STEAMERS COMING FOR FLOUR

Mehanno and Eastern Merchant Expected Here.

BOTH ARE ASSIGNED

Columbia-Pacific Shipping Company to Be Manager—Vessels Largest Entering Columbia.

Two large steel shipping board steamers, one of them among the largest vessels ever to enter the Columbia river, are soon to come to Portland in ballast from Seattle to load flour for the food administration, it was announced yesterday by C. D. Kennedy, agent of the division of operations of the emergency fleet corporation.

The two vessels are the steamer Eastern Merchant, which will leave from San Francisco next Monday, and the steamer Mehanno, to leave the Golden Gate February 23.

The Eastern Merchant, of 13,000 deadweight tons register, was built for the shipping board by the Federal government, and is now being chartered to carry a general cargo from Kobe to San Francisco under the management of the Toyo Kisen Kaisha, the arriving at San Francisco January 26, after a run of 20 days from Kobe.

As the Eastern Merchant draws 24 feet of water when fully laden, she will not be loaded to her marks here, but only to the 20-foot line.

This vessel is one of a number of shipping board vessels built to replace the old wooden steamers, all designated by the first name "Eastern," which have been brought to this coast for conversion from coal burners into oil burners.

The Mehanno is a new steamer of 9,000 deadweight tons, which is now being completed at San Francisco.

Both the Eastern Merchant and the Mehanno have been assigned to Williams-Dimond & Co. for operation, and will be managed here by the Columbia-Pacific Shipping company.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Feb. 9.—(Special.)—Advices received from the shipping board from the east today report that several of the Atlantic coast shipping board vessels have been chartered for a run to Seattle.

The eastern yards are under contract to build more than 1,000,000 deadweight tons in tankers and cargo ships in the next year, and are no longer in position to accept orders for delivery this year or the early part of next year.

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Paget sound, the Columbia river and the south are the only districts in the country that have not signed new contracts either for a large or a small tonnage.

A number of the southern yards, however, are still running full blast on emergency contracts, having escaped the war scale, a number of the southern yards, however, are still running full blast on emergency contracts, having escaped the war scale, a number of the southern yards, however, are still running full blast on emergency contracts, having escaped the war scale.

Since the eastern yards signed their new private contracts the price has advanced and it is believed it will continue to advance unless the shipping board puts the government fleet on the market at reduced prices, that would knock the bottom out of the new market, but, according to the shipping board, it is not likely to do so.

A few more advances in the price of oil, which is the main item in the bill of lading, will bring the figures to a point where the Puget sound and Columbia river districts will be able to accept contracts for delivery this year.

Conditions are developing toward the west where Puget sound and Columbia river, it is said, will be the only districts in the country to be able to accept contracts for delivery this year.

ABERDEEN, Wash., Feb. 9.—(Special.)—The tug John Cudahy will arrive here tomorrow from Seattle, where she is being chartered for a permanent home by the John Cudahy Co., a recent purchase from the Merrill-Bling Co., Seattle, and is being operated by the Pacific Tugboat and Harbormaster Co.

The steamer Daisy Matthews, of San Francisco, arrived here this morning and is loading at the A. J. West mill.

The steamer Aqueduct arrived here yesterday noon from San Francisco and is loading at the Donovan mill.

The following vessels cleared yesterday after the war scale: Steamer Gadsby, for Seattle; Steamer Gadsby, for Seattle; Steamer Gadsby, for Seattle; Steamer Gadsby, for Seattle.

PORT TOWNSEND, Wash., Feb. 9.—With a part cargo of canned fruit, fish, condensed milk and lumber, loaded at Seattle for Europe, the steamer West Cayote sailed tonight. She will call at Seattle for additional cargo and will complete loading at San Francisco.

Several days behind schedule, the French steamer Monte Cervin passed out of Cape Flattery today, proceeding to Vancouver, where she will discharge a cargo of raw sugar loaded at Seattle.

The steamer Monte Cervin will load cargo at San Francisco at the Puget Sound, and will proceed to Seattle to discharge and load tomorrow.

SEATTLE, Wash., Feb. 9.—(Special.)—The steamer West Cayote of the shipping board's European-Pacfic line, sailed for Rotterdam, London and Liverpool, in this service to leave the coast of continental Europe and the United Kingdom.

The West Cayote has 2000 tons of mail, cotton and lumber from this port and will complete her cargo of shipping board cotton and other freight in shipments to the Pacific coast.

The vessel is managed and operated by Williams-Dimond & company.

Use Cuticura To Keep Children's Skins Healthy

If mothers would only use Cuticura Soap and Ointment for every-day toilet and nursery purposes, how much suffering might be avoided by preventing little skin and scalp troubles becoming serious. Cuticura is also excellent for itchy eruptions, it is delicately medicated and exquisitely perfumed.

Sample Free by Mail. Address: "Cuticura Laboratories, Dept. 137, Malden, Mass." Sold everywhere. "Cuticura Soap and Ointment" is the only Cuticura Soap and Ointment.

OLYMPIAN GOES ON THE DALLES ROUTE

Fast River Steamer to Carry Passengers and Freight.

FRUIT GROWERS BENEFIT

Truck Loaded at Farms Will Be Run Aboard Vessel and Brought to Portland Without Handling.

The fast river steamer Olympian, formerly the Telegraph, now undergoing final conditioning at the hands of her new owners and operators, the Northwestern Transportation company, will begin operating March 2

FAST PASSENGER STEAMER WHICH WILL GO ON THE DALLES-PORTLAND SERVICE.

advance. The civil action against the government was dismissed some time ago.

The district attorney said this morning that in reviewing the case he did not believe there was sufficient ground for prosecution, inasmuch as the company had obtained no advances from the government.

FERRY SERVICE IS NORMAL—Higher Water Aids Passage Across Columbia at Hood River.

HOOD RIVER, Or., Feb. 9.—(Special.)—Service of the Hood River White Salmon ferry system, hampered here throughout last December and January by low water of the Columbia, is again normal.

With a large bar formed by Hood River, at a time the company was unable to operate its large boats, and only passengers could be carried. It was necessary to transport these across the Columbia by small rowboats.

The ferry concern is making preparations to handle its largest business this summer, as the completion of highway and good roads of Klickitat county, Washington, is expected to stimulate trans-Columbia automobile traffic here to a marked degree.

River steamer service, discontinued during the December cold weather, it

BIG'S URGENT POLICY

National Prosperity Is Held Dependent on Fleets.

SENATE HOLDS HEARING

Shipowners Also Testify Before Committee on Formulation of Maritime Bill.

WASHINGTON, Feb. 9.—The future of the American merchant marine engaged the attention today of both men who own, and operate commercial craft and men who build them.

While the senate commerce committee continued its hearings in formulation of a shipping policy bill, with ship owners testifying, a conference of representatives of labor unions concerned in ship construction, with combined membership of 50,000 met to frame recommendations for the operation of the American flag in the commerce of nations.

Secretary Daniels was the principal speaker at the conference. He assured his hearers that some way would be found to operate merchant tonnage produced during or as a result of the war and to restore the American commercial fleets to the places they held 40 years ago.

National prosperity, he said, was dependent upon carrying American goods in American bottoms.

Daniels reiterated his position as to the strength of the American battle fleet and said that work on the naval building programme would be resumed as soon as American naval power he said:

"No man is a stronger advocate of the league than I, but in the present perturbed condition of the world, the league must have a police force on the seas and I want the United States to have a force in that police force as large as any other nation."

"Without the league," he added, "the American navy should be incomparably greater" than any other.

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