

# 2 STEEL STEAMERS GOING 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. A number of these vessels have gone to Seattle and San Francisco, but the Eastern Merchant will be the first of the fleet to come to Portland.

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 virtually all the Atlantic coast shipping plants have contracts for new tonnage running into 1921. Many of the yards, it is believed, will continue to build new tonnage until the middle of next year, with the balance of the medium price, and are no longer in position to accept orders for tonnage for this year or the early part of next year.

The eastern yards are under contract to build more than 1,000,000 deadweight tons in tankers and cargo ships. The latter part of last year.

Puget 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, and 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 steel, which is the main item in the bill, will bring the figures to a point where the Puget sound and Columbia river yards will be able to accept contracts for tonnage for this year.

ABRIDGMENT, Wash., Feb. 9.—(Special.)—The tug John Cudahy will arrive here tomorrow from Seattle, Captain James Johnson, for a permanent home in the harbor. The Cudahy is a recent purchase from the Merrill-Bling company, Seattle, and is being operated by the Pacific Tugboat and Harbormaster company.

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, Blagen and E. Wood mills.

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

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SEATTLE, Wash., Feb. 9.—(Special.)—The steamer West Cayote of the shipping board's European-Pacfic line, sailed for Rotterdam, London and Liverpool, in ballast, on Sunday. The vessel is 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 mail shipments at Seattle and other freight in ballast. 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 Each Free by Mail. Address: "Cuticura Laboratories, Dept. 137, Malden, Mass." Sold everywhere. "Keep Your Children Healthy" with Cuticura Soap and Ointment.

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Awards Cover 55 Requests From Five Nations, France Leading With 32 Claims.

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For the 12 French claims, including three for ships, the committee recommended awards aggregating \$6,159,643; for the 18 Norwegian claims, \$2,600,000; for two Russian claims, \$1,412,522; for two Italian claims, \$816,951; and for the four Danish claims, \$1,105,933. The committee based its ship claims on the value of the ship tonnage on August 2, 1917, and the degree of completion when taken.

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The indictment was taken with knowledge and sanction of the attorney-general, C. S. Saunders, United States district attorney. The district attorney said the action was taken with knowledge and sanction of the attorney-general.

Approval of the motion to nolle, which serves as a dismissal of the case, is the final action in proceedings which began when the Timber Products company brought a civil action against the government for \$350,000, alleging that certain advances of funds which the government should have made were not forthcoming.

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# BIG'S URGENT POLICY IS BURGLED PANELS

### 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 continued until it was an invulnerable 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.

Foreign Competition Predicted—Otherwise, he said, and without extension of the individual ship taxes for a period of years, competition with foreign craft sold at \$70 a ton would be impossible.

The United States should do now," declared P. A. S. Franklin, president of the International Mercantile Marine, "is not think so much about the price of individual ships as it is to establish shipping trade with strong concerns so situated financially that they will be able to get capital. I endorse Mr. Ray's suggestion in its entirety."

"Get the present fleet under private ownership and see if private owners can't get things strongly enough about the price of individual ships that they will themselves supply the deficiency (in fast ships). If not, pay the amount that is necessary to get vessels of the needed type in service."

Port Calendar—To Arrive at Portland.

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