PORT DREDGE WORK CONTRACT AWARDED

Machinery to Be Renovated and New Hull Built.

BUT ONE BID ACCEPTABLE

Pacific Marine Iron Works Successful When Two Rival Firms Are Disqualified.

A contract for the construction of a new steel hull and deck house for the Port of Portland dredge Columbia and also the renovation of the old dredge's machinery and its installation in the new hull was awarded to the Pacific Marine Works yesterday morning by the Port of Portland commission. The bid of the Pacific Marine Iron Works for the entire job was $425,500, the work to be completed by January 15, 1921.

A delicate question before the port commission as to which of the three bids submitted and opened April 19 was really the lowest and the most desirable was settled by the presentation by Frederick Gronnert, acting as attorney for the Pacific Marine Iron Works, of a copy of a document filed at the courthouse, showing that William Cornfoot, proprietor of the Albina Engine & Machine Works, is also a partner in the Albina Marine Iron Works.

Bids were submitted by both of these firms, and under one of the rules set forth in the call for bids the fact that Mr. Cornfoot was interested in both concerns rendered both bids unacceptable. Gus C. Moser, attorney for the port commission, concurred in the opinion that the bids of the Albina Engine & Machine Works and the Albina Marine Iron Works could not be accepted, leaving the bid of the Pacific Marine Iron Works the only one of the three submitted which could be considered.

Each Bidder Is Heard.

The port offices during the consideration of the bids yesterday assumed the aspect of a courtroom, with the commissioners sitting en banc to pass judgment on the bidders. At a suggestion from Commissioner Kelly, chairman of the port's plant committee, each of the bidders was given five minutes in which to convince the commission that his bid was the lowest and most acceptable. Fred A. Ballin, who made the bid for the Pacific Marine Iron Works, was the first to take the floor. He explained that if his bid was accepted the material for the new hull was to be fabricated by the Overmire Steel Construction company and put together at the Supple-Ballin Shipbuilding company's plant, and the machinery installed at the plant of the Pacific Marine Iron Works. C. C. Overmire further explained the position of the collaborators on the Pacific Marine Iron Works bid. When William Cornfoot was given the floor he simply stated that he was willing that the commissioners should consider his bid on its merits without argument.

During a pause following the statement of Mr. Cornfoot, Attorney Gronnert dramatically introduced his official document to disqualify the bids of the Albina Engine & Machine Works and the Albina Marine Iron Works. M. H. Houser, chairman of the port commission, promptly declared the meeting adjourned for a recess, while the commissioners with their attorney retired to a private room to consider the matter.

One Bid Acceptable.

When they filed back into the "courtroom" after a few minutes' deliberation, the action decided upon during the recess was enacted according to formula. Commissioner Kelly, as chairman of the committee having the matter in charge, withdrew the former report of the committee and presented a new verbal report, recommending that as there was only one acceptable bid this bid be accepted.

A motion to this effect was made by Commissioner Metschan and carried without argument.

EASTERN DAWN COMING HERE

Third Japanese-Built Steamer Assigned to Load Flour.

A third Japanese-built shipping board steamer has been assigned to load flour here for the food administration, it was announced in the local grain corporation offices yesterday. This vessel—the steamer Eastern Dawn—is scheduled to be ready for delivery at Seattle today upon the completion of repairs and alterations, and should leave Puget sound Monday, reaching Portland next Wednesday.

Two of the shipping board vessels built in Japanese yards—the steamers Eastern Glade and Eastern Planet—are now loading in the local harbor. The Eastern Planet shifted yesterday at noon from the Albers Bros.' mill to the Crown mills to complete her cargo. The Eastern Glade will take a full cargo at the Portland Flouring mills.

Pacific Coast Shipping Notes.

SAN PEDRO, Cal., April 21.—(Special.)—Keels for two steamers for the Union Oil company were laid today in the yards of the Southwestern Shipbuilding company. The vessels will be launched soon after August 1 and will be delivered complete within 60 days thereafter. They will be known as the Montebello and the La Placentia. Officials of the Union Oil company witnessed the laying of the keels and partook of a luncheon as the shipbuilding company's guests in the restaurant in the yards after the ceremonies. The vessels will be 12,500-ton tankers and will operate for the oil company, with San Pedro as their home port.

The clerical force of the Southwestern, in an effort to reduce the cost of living, has agreed to come to work in overalls or khaki. This agreement was reached in an informal meeting of the employes yesterday. Those who will not wear the overalls declare that they intend to exhaust all possibilities of their old clothes before purchasing others.

News that the Los Angeles Pacific Navigation company had purchased the steamers Yale and Harvard and would replace them in the service between here and San Francisco was received today. The vessels now are on the east coast.

SEATTLE, Wash., April 21.—(Special.)—T. S. Lippy, president of the Seattle port commission and of the Pacific Coast association of port authorities, today called a conference of port officers of the Pacific northwest to be held in Tacoma tomorrow. Representatives of the port organizations of Seattle, Tacoma, Grays Harbor, Astoria, Portland and Everett have been invited.

Many questions of interest will be discussed, including the establishment of uniform charges in ports on the Pacific coast, the distribution of the federal tonnage tax to ports in which it is collected, export and import transcontinental rates, allocation of ships and foreign trade zone regulations.

The Selma, one of the crack boats of the local fleet, was sold this morning by the Selma Packing company to Antone Rosonich of San Pedro. The number of purse seiners that have left Puget sound for southern California since the beginning of last fall is now approximating the 100 mark. Most of the vessels are 63-footers and especially adapted for tuna fishing off the southern California coast, where heavy seas often are encountered.

Unfavorable financial conditions in Japan are beginning to be felt in exchange and the Japanese yen, which is normally worth 50 cents in American money, is afflicted with the same malady which sent the British pound sterling tumbling, according to advices received by Seattle shipping houses today. The Japanese yen was quoted at 48 cents today, two cents off.

PORT TOWNSEND, Wash., April 21.—(Special.)—The Norwegian steamer Tancred sailed early this morning for Hankow with a cargo of lumber loaded at Mukilteo.

The steamer Cordova, from the Ocopilla via San Francisco, passed in at Cape Flattery today, en route to Seattle and Tacoma, where she will load return cargo.

The U. S. coast guard cutter Arcata arrived last night from Point No Point, where she went on information from the lighthouse keeper at that place that he had found a cache of 150 bottles of Sunnybrook whisky. The liquor was brought here and turned over to the deputy collector of customs. It will probably be given to the United States public health service for medicinal purposes.

The launching last evening of the 8800-ton steel steamer Mahwah from the J. F. Duthie plant, brings to a close ship construction for the government on Puget sound. The launching of the Mahwah makes a total of 1,163,000 tons, exclusive of wooden craft, contributed to the United States merchant marine by Puget sound shipyards.

TACOMA, Wash., April 21.—(Special.) On her trial runs the Padnsay left out from the Todd Drydock & Construction corporation yard this morning and arrived back this evening. The vessel is said to have made a fine showing. It is understood that Swayne & Hoyt of San Francisco will operate this vessel. She probably will be turned over next week to the shipping board.

The Iconium, which towed here yesterday from Seattle, will be about three days taking cargo from Tacoma firms. The vessel has considerable flour out this voyage and completes with lumber amounting to about 300,000 feet. Captain Howell of this steamer was chief officer during the war with Captain W. Frank Andrews of the International Stevedoring company with headquarters in Tacoma. While here Captain Howell is the guest of Captain Andrews.

The Santa Alicia was expected to shift here this evening from down sound and commence loading for Valparaiso and other west coast ports.

The Queen, from San Francisco, arrived this morning and sailed this afternoon southbound. The vessel, which has been out of the Tacoma service, is now alternating with the Farragut and Dewey.

SAN FRANCISCO, Cal., April 21.—(Special.)—Delayed by the strong northeast wind while steaming up the coast, the Pacific mail steamship City of Para, Captain McKinnon, arrived from Corinto via ports of Mexico late last night and was berthed today. According to the officers and passengers, the vessel had one of the most pleasant of voyages until the last 48 hours, when the gale made progress almost impossible at times. The vessel was hit by numerous seas but there was no damage. The only effect of the bad weather was its keeping the ship into port a day later than scheduled.

Although the Para came only from the port of Corinto, every stateroom was occupied and the holds were filled with cargo, which consisted largely of coffee and sugar.

It will be rather difficult to induce a considerable number of travelers to engage transportation on the new passenger vessels of the shipping board, proposed for the trans-Pacific service if the edict banishing liquor is upheld, according to W. C. Banner, China mail steamship agent at Hongkong, who returned here on the steamer Nanking for rest.

He said "the Japanese in the orient are quite frank about the matter and say that they expect to have all the best of it when the competition between the wet and dry ships begins.

San Francisco ship operators have wired officials at Washington demanding that the government take immediate action to protect American interests from the pretended shortage of fuel oil, reported to be due to British control of the world market. At Shanghai $60 a ton has been demanded, they say, and the situation is regarded as critical by operators of oil-burning vessels.

Almost in the wake of the army transport Logan, which steamed in late last week, the transport Thomas arrived at the Fort Mason docks early today, only a few days in advance of the Great Northern.

The Thomas, with Captain Hall in command, sailed from Vladivostok March 10, and Manila March 25. The transport carried 347 casuals returning from Siberia, the Philippines and Honolulu, 32 Red Cross workers and a few civilians and naval reserve officers. The voyage was uneventful.

The Matson Navigation company steamer, Manoa, Captain Peter Johnson, arrived at this port early today, seven days out of Honolulu, with a capacity passenger list and 6000 tons of Hawaiian cargo, consisting largely of sugar.

In the service of the Pacific mail, the shipping board steamer West Sequana, Captain Erickson, arrived from the orient late last night with a full general cargo.

To complete cargo at Vancouver, the British steamer Walmarino, Captain Davies, sailed for Puget sound this morning en route to Australian ports.

The Barks Emily F. Whitney and Hecla of the salmon fleet sailed for Nushagak, Alaska, today.

After taking on fuel here the British steamer Admiral, en route from Europe to the orient, left for Shanghai today.

The British schooner Cecilia Sudden, Captain Jay, left today for Astoria to load lumber.

COOS BAY, Or., April 21.—(Special.)—The steamer City of Topeka sailed at 4 o'clock this afternoon for San Francisco with passengers and freight.

The auxiliary schooner Ruby sailed from Umpqua river today with 350,000 feet of lumber from the Johnson mill at Reedsport.

The steamer Johanna Smith with lumber from the C. A. Smith mill is in the lower bay and will probably sail during the night.

ASTORIA, Or., April 21.—(Special.)—Strong northerly winds along the coast are delaying the arrival of vessels bound to the Columbia river from California points and some are overdue. Barge 93 arrived at 10:50 this morning from California with a cargo of fuel oil and proceeded to Portland. She was towed up the coast by the tank steamer El Segundo, enroute to Puget Sound.

The Alaska-Portland Packers' association bark Berlin sailed at 2:20 this afternoon for Bristol Bay, Alaska. She will discharge ordinary supplies at Naknek and Nushagak rivers.

The lumber-laden barkentine Georgina arrived from Portland at 11:30 today and will be delayed here to complete her crew before sailing for Australia.

The steamer West Cohakie will be due early tomorrow morning from San Francisco, enroute to Portland to load lumber.

The schooner Thistle, from Honolulu, which has been off the coast for two days, did not show up today and has apparently been driven well off the shore.

The steam schooner Nome City is due from San Francisco with freight enroute to Portland.

Coming to load lumber at the Hammond mill, the steam schooner Santiam is overdue from San Pedro.

The steam schooner Tahoe, which is enroute from San Francisco, is to load lumber at Westport and St. Helens.

ABERDEEN, Wash., April 21.—Steamers Raymond and Loop arrived at 2 o'clock this afternoon from San Francisco. The Raymond is loading at the Lytle mill in Hoquiam and the Loop at the Donovan mill at Aberdeen.

The schooner Robert S. Hinds cleared at 2 o'clock today from the Donovan mill for Sydney, Australia.

Marine Notes.

C. B. Moores and P. I. Randall, president and assistant secretary, respectively, of the commission of public docks, left last night for Tacoma to attend a conference of the Pacific Coast Association of Port Authorities. The principal matters to be discussed at the meeting are uniform port charges, the allocation of additional tonnage to the Pacific coast, the federal tonnage tax and transcontinental freight rates.

The steamer Anson S. Brooks shifted at 6 o'clock last night from the Portland Lumber company's plant to Kalama to continue loading lumber for Cuba.

The Chinese steamer Hwah Wu, chartered by Dant & Russell to carry lumber to China, is expected to reach this port about May 10 and will be operated here by the Columbia-Pacific Shipping company. She is taking general cargo from Shanghai to Seattle and has 3000 cases of peanut oil aboard for the order of a local company. The oil will be bulked at municipal terminal No. 4 and sent east in tank cars.

G. B. Hegardt, chief engineer and secretary of the commission of public docks, will go to Coos Bay tonight at the request of authorities of that port to advise them in regard to the construction of new dock-fge facilities there. He expects to return to Portland Sunday.

Columbia River Bar Report.

NORTH HEAD, April 21.—Condition of the bar at 5 P. M.—Sea smooth; wind northwest, 12 miles.

RIVER BOATS STAGE RACE OF 220 MILES

Astorian In First, but Georgiana Claims Time.

CONTEST NECK AND NECK

Speed Match Promises to Be Daily Event Until Supremacy Is Won.

In a race of 220 miles to Astoria and back to Portland with the steamer Georgiana for the title of the fastest steamboat on the river, the steamer Astorian finished first last night, reaching her dock at the foot of Taylor street at 8:10 o'clock. The Astorian, however, made only two stops—at Skamokawa and Cathlamet—on the way back and passed up the oil docks in order to be the first to tie up. The steamer Georgiana, technically the loser in the race, made nine stops on the way back and also took oil at Linnton on the home stretch.

The Georgiana, the fast passenger boat of the Harkins fleet, has been completely remodeled since she was taken off the run at the close of the last summer season. Her boilers, burners, propellor and many other vital parts of her machinery are new and she now has two smokestacks instead of one. The trip to Astoria and back yesterday was her first this season.

Boats Leave Together.

Both boats left their docks promptly at 7 o'clock yesterday morning. The lead gained by the Georgiana in being three blocks closer to Astoria to start and in having one less bridge to pass through was held by this vessel all the way to Astoria, and she reached the Sanborn dock just three minutes before her rival reached the Callendar dock.

While the Astorian stopped only at Cathlamet and Skamokawa, the Georgiana halted at Eureka, Cathlamet, Skamokawa, Brookfield and Pillar Rock.

On the return trip, the Astorian left her dock a few minutes ahead of the Georgiana, and though the Harkins boat drew close to the Astorian several times, she was unable to pass. The Astorian, though, made only her two regular stops while the Georgiana increased the number of her ports of call to nine, including Altoona, Midway, Rainier and St. Helens.

Georgiana Claims Time.

Thus, though the Astorian reached her dock in this city first, the Georgiana claims the better running time, and officers of the Harkins company maintain that as soon as her new machinery is shaken down a little, her supremacy of the river will be unquestioned.

Until one boat or the other establishes her claim to superiority, the race to Astoria and back promises to be a daily feature, as each will leave here at 7 o'clock every morning except Friday, returning in the evening.

Through the main harbor to the Portland Flouring mills, the speed limit on the river is 8 miles an hour. From that point to the oil docks the vessels are allowed 12 miles an hour, and from there to Astoria a steamboat is limited only by the ability of its power plant.

GEORGIANA LEADS FIRST LAP

Vessels Arrive at Astoria Only 3 Minutes Apart.

ASTORIA, April 21.—(Special.)—The steamers Georgiana and Astorian had a real brush this morning during practically the entire run of 110 miles from Portland to Astoria, with the finish about as close as can be estimated, although the Georgiana landed approximately three minutes ahead of her rival, her running time being 5 hours and 45 minutes. The two craft pulled away from their wharves in Portland at exactly 7:10 o'clock this morning, but the Astorian was delayed several minutes at one of the drawbridges, throwing her some distance behind.

The Georgiana maintained her lead all the way down and made five landings, touching at Cathlamet, Pillar Rock, Eureka, Skamokawa and Brookfield. She has just been overhauled, this being her first trip of the season, and her machinery worked perfectly, although she was carrying 40 pounds less steam than she is allowed.

The Astorian made only two stops, at Cathlamet and Skamokawa, but she was handicapped by a leaky boiler and her steam pressure was 65 pounds under the limit. Captain Wilson says his craft was not opened up until she was coming across the bay into Astoria. The officers of both craft say their vessels were not forced, but each craft developed the fact that it is speedy. The steamers left promptly at 2 o'clock this afternoon on their return runs up the river and sped across the bay almost neck and neck.

WHEAT SHIPMENTS BOOKED

3000 Tons Scheduled to Go to England on Private Account.

Three thousand tons of sacked wheat, representing the first shipment of this commodity to England on private account since the creation of the United States grain corporation, were booked yesterday by the Columbia-Pacific Shipping company for the steamer West Katan of the European-Pacific line.

The steamer West Katan, one of the regular carriers in the triangular service between Pacific ports, Europe and the Atlantic coast, left New York April 2 with cargo for Portland and other coast ports and will be due here about next Wednesday. In addition to the grain, 100,000 feet of lumber have been booked for shipment on this vessel.

WOODEN VESSELS ASSIGNED

Columbia-Pacific Company to Operate Corone and Cartona.

The wooden shipping board steamers Corone and Cartona, the last two vessels to be built here for the fleet corporation, were formally assigned to the Columbia-Pacific Shipping company for management and operation by C. D. Kenney, district agent for the operations division of the emergency fleet corporation. Both vessels are near completion at the plant of the Peninsula Shipbuilding company and are scheduled for delivery before May 1, the date on which the construction activities of the shipping board in this district are to end.

Under an informal agreement with agents of the shipping board, the Columbia-Pacific Shipping company has been offering the Corone and Cartona for Cuba loading for the past two weeks. Their trade has not been definitely determined.

FUEL OIL PRICE EXCESSIVE

Pacific Steamship Company to Operate Far East Ships on Coal.

SEATTLE, Wash., April 21.—Because of the excessive price of fuel oil obtained in the orient, vessels of the Pacific Coast Steamship company will operate in the far east as coal burners, it was announced at the company's offices here today. Ships of the foreign fleet will leave Seattle with enough fuel oil for a cruise to Yokohama and return. At Yokohama coal-burning equipment will be installed and oriental ports of call will be made on coal.

The company now has five steel ships in Chinese and Japanese ports, it was said, and these will start burning coal as soon as the change can be made.

LUMBER STEAMER DELAYED

West Cohakia, on Way From San Francisco, Caught in Winds.

The steamer West Cohakia, coming to Portland light to load lumber for China for the Pacific Export Lumber company, had not been reported off the mouth of the Columbia river yesterday evening, though she was expected to appear at any time.

The vessel sailed from San Francisco Sunday and under normal conditions should have reached this city yesterday. Riding high out of the water, she would be easy on the feeling the full effect of the strong northwest winds which have been prevailing on the coast for several days and which have delayed all northbound shipping.

SCHOONER THISTLE IS FOUND

Windjammer Blown From River Mouth by Northwest Wind.

The Port of Portland bar tug Oneonta, searching about in the open Pacific for the schooner Thistle, which sailed from Honolulu for this port March 24 and was reported a few miles off the mouth of the river three days ago, found the windjammer 20 miles south of the river entrance at 6 o'clock last night and started with her for Astoria, according to a radio message flashed to J. P. Doyle, assistant secretary of the port commission. The Thistle had been carried away from the harbor entrance by the strong northwest wind.

The Thistle will load lumber here for Sydney, Australia.

IMPORTS FROM ORIENT RISE

Figures at Seattle for February More Than Double of Year Ago.

SEATTLE, Wash., April 21.—Seattle's imports from the Orient totaled $28,965,954 during February, more than doubling the record in the same trade in February, 1919, when import figures were $14,378,098, according to a report made public today by Port Warden Fred M. Lathe.

Imports from Siberia totaled $267,331, as compared to nothing for the same month last year.

Lumber Schooner Coming.

The British schooner Cecelia Sudden, under charter to A. F. Thane & Co. to carry lumber from the Columbia river to Sydney, Australia, sailed from San Francisco for this port yesterday afternoon, according to a report received by the Merchants Exchange. The sailing vessel is coming here under the power of her own canvas and if the weather along the coast does not change, will be considerable time on the way. She recently arrived at San Francisco from Apia with a cargo of copra for Burns, Philip & Co.

Movements of Vessels.

SAN PEDRO, Cal., April 21.—(Special.)—Arrived—Steamers Quakbin, from Pearl Harbor, 5 A. M.; Santa Monica, from Eureka, 6 A. M.; Coquille River, from San Diego, 11 A. M.; Asuncion, from San Diego, 11 A. M.; Governor, from San Francisco, 11 A. M.; Mukilteo, from Puget sound, 1 A. M.; Carmel, from Grays Harbor, 4 P. M.

Sailed—Steamers Coquille River, for San Francisco, 11 A. M.; Humboldt, for San Francisco, 4 A. M.; Admiral Dewey, for San Diego, 10 A. M.; Grays Harbor, for Grays Harbor, 2 P. M.; Alliance, for San Francisco, 4 P. M.; Point Judith, for San Francisco, 4 P. M.; Shasta, for Portland, 4 P. M.; Katherine, for Eureka, 5 P. M.; Charles Christensen, for Willapa, in the night; Helen, for Grays Harbor, April 20.

KOBE, April 17.—Arrived: Brave Coeur from Seattle.

SHANGHAI, April 17.—Sailed: Methven for Vancouver.

YOKOHAMA, April 17.—Sailed: Empress of Asia for Vancouver; Tajima Maru for Seattle.

KOBE, April 17.—Sailed: Kureha for Seattle; Kayseeka for Seattle.

PORTLAND, April 21.—Arrived at midnight: Barge No. 93, from San Pedro.

ASTORIA, April 21.—Arrived at 10:50 A. M. and left up 1:30 P. M.: Barge No. 93, from San Pedro. Arrived down at noon: Barkentine Georgina. Sailed at 2:30 P. M.: Bark Berlin, for Nushagak.

SAN FRANCISCO, April 21.—Sailed at 2 A. M.: Steamer W. F. Herrin, for Portland. Sailed: British schooner Cecilia Sudden, for Columbia river.

COOS BAY, April 21.—Sailed at 3 P. M.: Steamer City of Topeka, from Portland for San Francisco, via Eureka.

SHANGHAI, April 18.—Departed: Pawlet, for Portland, Or.

TACOMA, Wash., April 21.—Arrived: Steamer Fulton, from Powell river, B. C.; Queen, from San Francisco; Padnsay, trial run; Admiral Watson, from Alaska ports.

Departed: Padnsay, trial run; Argyll, for Port San Luis; Queen, for San Francisco; Alaska, for Alaska ports.

SAN FRANCISCO, April 21.—Arrived: South Coast, from Crescent City.

Departed: William F. Herrin, for Lynton; Necanicum, for Brookings.

SEATTLE, Wash., April 21.—Arrived: Yosemite, for San Francisco; Admiral Watson and Alameda, for southwestern Alaska; Spokane, for southwestern Alaska.

Departed: Argyll, for Port San Luis; Mexico Maru, for Yokohama; Admiral Goodrich and Santa Ana, for southeastern Alaska, with Benjamin F. Packard, for Nushagak, in tow.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	Due
Str. West Cohakia	San Fran	April 22
Str. Nome City	San Fran	April 22
Str. E. H. Meyer	San Fran	April 22
Str. Wapama	San Fran	April 22
Str. Cello	San Fran	April 23
Str. F. H. Buck	San Pedro	April 24
Str. Abercos	Orient	April 24
Schr. Thistle	Honolulu	April 24
Str. Steel Maker	Puget Sound	April 25
Str. Klamath	San Fran	April 26
Str. West Katan	New York	April 28
Str. Eastern Dawn	Seattle	April 28
Str. Silverado	Honolulu	May 1
Str. Kaisho Maru	Kobe	May 5
Str. West Navaria	San Pedro	May 7
Str. Wawalona	Orient	May 9
Str. Hwah Wu	Seattle	May 10
Str. West Jester	Seattle	May 10
Str. West Keats	San Pedro	May 13
Str. Dewey	New York	May 15
Str. Olen	San Fran	May 15

To Depart From Portland.

Str. Rose City	San Fran	April 22
Str. Akutan	Nushagak	April 25
Str. Cello	San Fran	April 27
Str. West Cohakia	Calna	April 30
Str. Klamath	San Fran	May 1

Vessels in Port.

Vessel—	Berth—
Bge. Acapulco	St. Johns Lbr. mill.
Str. Akutan	North Bank dock.
Str. A. S. Brooks	Kalama.
Str. Eastern Glade	Portland Flour. mills.
Str. Eastern Planet	Albers Bros. mill.
Str. Johan Poulsen	Westport.
Str. Lake Gebhart	Vancouver.
M. S. Malahat	Drydock.
St. Rose City	Ainsworth dock.
Str. San Jacinto	Pac. Mar. Iron Wks.

Tides at Astoria Thursday.

High.	Low.
2:48 A.M. ....9.4 feet.	9:58 A.M. ....1.0 foot
4:12 P.M. ....7.5 feet	9:38 P.M. ....2.8 feet

INDICTED MAN PAID BY TWO SHIP FIRMS

Ex-Shipping Board Official Gets $25,000 in Portland.

RECORDS ARE DEMANDED

Government to Summon Heads of Northwest Steel and Columbia River Shipbuilding Corporation.

Within six weeks from the day he severed his connections with the United States shipping board as its western manager Captain John F. Blain, now under indictment at Seattle, received an aggregate of $25,000 from two Portland shipbuilding concerns, the Northwest Steel company and the Columbia River Shipbuilding corporation.

These facts were learned yesterday in connection with the investigation of the shipping board and Portland shipbuilding plants which is being conducted by the United States department of justice.

It is to clear up these financial dealings between the two local shipbuilding plants and Captain Blain that operatives of the department of justice demanded possession of the books and records of the two plants. Each of these concerns paid Captain Blain $12,500.

Government to File Action.

It was also learned yesterday that United States Attorney Humphreys will, within the next few days, file proceedings direct in the federal court demanding the presence of certain officials of these two corporations in court, together with the records which the department of justice desires to examine.

This contemplated legal action will be the first step of the government to compel the production of these records. It is believed the purposes and scope of the present probe will be given the full light of publicity with the filing of this preliminary action.

Officials of the Northwest Steel company and the Columbia River Shipbuilding corporation yesterday made no denial that they had each paid Captain Blain $12,500, but in each instance it was insisted that the money was paid to him in advance for his services for which they had contracted as an inspector of hulls.

It was said yesterday that the investigation now under progress by five operatives of the department of justice was practically blocked until possession of these books and records can be obtained. For that reason the United States attorney is expected to file mandamus proceedings just as soon as the papers can be prepared.

Shipbuilders Authorize Statement.

When officials of the Northwest Steel company and the Columbia River Shipbuilding company were apprised yesterday that the major factor in the investigation centered about the employment of Captain Blain and the payment to him of $25,000, they issued a statement over the signature of their attorney, W. Lair Thompson, setting forth their dealings with the former western manager of the shipping board.

"Captain Blain was employed by the Northwest Steel company and the Columbia River Shipbuilding corporation several weeks after he had ceased working for the emergency fleet corporation," said Mr. Thompson in his statement to the press. "Likewise, he was employed by other shipbuilding concerns in the northwest, including Skinner & Eddy in Seattle and the Albina Engine & Machine works in Portland.

Blain Prepares Cost Estimates.

"It will be remembered that the Northwest Steel company and Columbia River Shipbuilding corporation constructed some boats upon private contract after Captain Blain severed his relations with the government. Captain Blain was the only man in the northwest who had a national and international reputation as a ship engineer and inspector. When he had re-entered private life his services were in demand and the Northwest Steel company and Columbia River Shipbuilding corporation, as well as other shipbuilding concerns, gave him employment.

"He, at his own expense, inspected the boats built on private contract by the Northwest Steel company and Columbia River Shipbuilding corporation, drew plans for other ships, performed engineering services and prepared for my clients plans and estimates in detail of the cost of operating ships.

"The Northwest Steel company and Columbia River Shipbuilding corporation had in mind a continuation of the steel shipbuilding programme in Portland and were in the field for contracts. It was anticipated that they might be compelled to operate on their own account some ships which were planned in the summer of 1919. The payments by these two companies were not disproportionate to the services. No thought of employing Captain Blain was entertained or suggested and no obligations created to him during his services to the government.

"Some weeks after these services were terminated Captain Blain was employed in the ordinary course of business by the Northwest Steel company and the Columbia River Shipbuilding corporation, and by each of these companies was paid $12,500 for his services.

Investigators Declared Advised.

"The government knew of this employment and the present investigators many weeks ago were frankly given full and complete information regarding it by the officials of the Northwest Steel company and Columbia River Shipbuilding corporation. These investigators were advised of the time when Captain Blain was employed, the amount paid to him and when the payments were made. You may draw your own conclusions as to why all of the facts have not been given by these government investigators."

STEAMERS POSTED MISSING

Overdue Vessels Are American Cubadist and Mexican Tug.

LONDON, April 21.—Two overdue vessels, the American steamer Cubadist and the Mexican tug Samuel Faunce, were posted today as missing.

The Cubadist, which, with a crew of 39 men, left Havana February 26, for Baltimore, was 389 feet long and had a gross tonnage of 5,788.

The Samuel Faunce, which was 80 feet long with a gross tonnage of 96, sailed from Wilmington, N. C., January 30, for Tampico.

U. S. Naval Radio Reports.

All Positions Reported at 8 P. M. Unless Otherwise Indicated.

El Segundo, Richmond for Point Wells, 150 miles south of Point Wells; Multnomah, San Francisco for Seattle, passed Cape Flattery 6:45 P. M.; Porter, Gaviota for Everett, 928 miles from Gaviota.

WEST HARTS, Kobe for Puget sound, 140 miles from Cape Flattery.

ENTERPRISE, San Francisco for Hilo, 885 miles west of San Francisco, 8 P. M. April 20.

THE ANGELES, Portland for Shanghai, 686 miles west of Columbia river lightship, 8 P. M. April 20.

WEST HEMBRIE, San Francisco for Yokohama, 940 miles west of San Francisco, 8 P. M. April 20.

WHEATLAND, MONTANA, Honolulu for Seattle, 988 miles from Seattle, 8 P. M. April 20.

COLONEL E. L. DRAKE, Honolulu for San Pedro, 1055 miles from Honolulu.

E. H. MEYER, San Francisco for Columbia river, 250 miles south of Columbia river.

LYMAN STEWART, Vancouver for Oleum, 311 miles from Oleum.

HARTWOOD, San Francisco for Grays Harbor, 116 miles north of San Francisco.

WAPAMA, San Francisco for Portland, 288 miles north of San Francisco.

CENTRALIA, Eureka for San Francisco, 162 miles north of San Francisco.

WHITTIER, bar bound off Eureka.

WEST CONOB, San Francisco for Honolulu, 486 miles from San Francisco lightship.

CAPTAIN A. F. LUCAS, Latouche for Richmond, 288 miles from Richmond.

WEST HARTS, Kobe for Puget Sound, 416 miles from Cape Flattery, 8 P. M. April 20.

WEST JENA, Port Townsend for Yokohama, 412 miles from Port Townsend, 8 P. M. April 20.

WEST JESUP, Kobe for Seattle, 1063 miles from Seattle.

ARGYLE, Seattle for Oleum, 765 miles from Oleum.

TUG HERCULES, San Francisco to Seattle, towing hull Phyllis and Cemyme, 285 miles north of San Francisco.

RICHMOND, Richmond for Seattle, 415 miles from Richmond.

BREMERTON, Coos Bay for San Francisco, off Coos Bay.

Montague, Portland for Yokohama, 436 miles from Columbia river.

West Iron, Seattle for Yokohama, 253 miles west of Cape Flattery.

President, San Francisco for Seattle, 75 miles north of Cape Blanco.

Admiral Farragut, Seattle for San Francisco, 302 miles from Seattle.

Bark Berlin, Astoria for Naknek, Alaska eight miles from Northead.

Fred Baxter, San Francisco for Seattle, 173 miles from Seattle.

Horace Baxter, Eagle Harbor for San Francisco, 562 miles north of San Francisco.

"KING OF GREECE" INSANE

Keriakas P. Aggouros to Be Sent to State Hospital.

Possessed of the hallucination that he is the king of Greece, in which role he has written President Wilson, Governor Olcott and other public men to complain against fancied attempts on his life, Keriakas P. Aggouros was subjected to an examination yesterday, as the result of which he will leave Portland today for the Oregon state hospital at Salem.

The unfortunate man is a cleancut, neatly-dressed barber, who has lived in Portland six years and Oregon ten years. He is 35 years old. Under the constant delusion that he is Greece's ruler, and that some one is conspiring to capture his throne, he has bothered public officials frequently during the past year.

The hearing was conducted by W. B. Cameron, special agent. Dr. Leon Wolff was examining physician.

SCHOOL PAPER REAPPEARS

Institute for Deaf Troubled With Sickness Among Pupils.

VANCOUVER, Wash., April 21.—(Special.)—The Washingtonian, the school paper of the Washington State School for the Deaf, which has not been issued for six weeks on account of sickness at the institution, is out again today with apologies for its long silence.

Since the opening of the present school term there have been 11 mild cases of smallpox. The head of the laundry, rather than submit to vaccination, resigned and left rather hurriedly. On March 4 two girls became ill with scarlet fever and the whole institution was quarantined. Scarlet fever, in a mild form, spread until 40 had taken it. A few cases of diphtheria also developed.

There were no fatalities and not an hour of school was lost except by those who were ill.

DAILY CITY STATISTICS

Marriage Licenses.

SHEASGREEN-McGREEVEY—Ernest J. Sheasgreen, legal, 135 Nebraska street, and Madge M. McGreevey, legal, 1192 Commercial street.

HORNBY-SMITH—George L. Hornby, 23, 83 West Going street, and Celeste F. Smith, 22, 838 Colonial avenue.

PLATT-HUBER—La Verne Platt, legal, 643 Second street, and Clara Huber, legal, 215 Grand avenue.

WATERS-SLAVENS—Damon Ellis Waters, 23, Brownsville, Or., and Lena Slavens, 19, 1029 S. Leonard street.

McCANDLESS-BURGLUND—Elmer McCandless, 21, 167 Eleventh street, and Sarah Burglund, 22, 450 Yamhill street.

THOMAS-ALLEN—Claire M. Thomas, 22, 718 Union avenue north, and Anna B. Allen, 22, 264 Going street.

BUDGE-WISHERT—James W. Budge, 28, Milwaukie, Or., and Mary E. Wishert, 31, 999 East Twenty-sixth street.

HILL-JONES—William A. Hill, 23, Cochran, Or., and Linnie Jones, 21, 91 Forty-sixth street.

VINCENT-LYNCH—Fred D. Vincent, legal, 114 East Twelfth street, and Mrs. Gertrude Lynch, legal, 114 East Twelfth street.

LEVIN-HAGBLOM—Bernard C. Levin, 24, Vancouver, Wash., and Violet O. Hagblom, 21, 905 Colonial avenue.

LARSON-WEBERG—Oscar Larson, 47, The Dalles, Or., and Nellie Weberg, 48, 141 North Sixteenth street.

HOBBS-HAMM—Fowler K. Hobbs, legal, 628 Everett street, and Wenona Hamm, legal, Rose Friend apartments.

Vancouver Marriage Licenses.

RYAN-MERRILL—Kenneth Ryan, 21, of Portland, and Blanche Merrill, 18, of Portland.

SILTA-THOMPSON—John F. Silta, 28, of Winlock, Wash., and Hulda L. Thompson, 20, of Tacoma, Wash.

ROBINSON-NEAL—Jack Robinson, 22, of La Center, Wash., and Goldie Neal, 21, of Ambler, Wash.

ROBINSON-HELTZEL—Paul S. Robinson, 42, of Banks, Or., and Clara R. Heltzel, 30, of Banks, Or.

LEWIS-MEDARIS—Dell Lee Lewis, 28, of Kalama, Wash., and Rose Lee Medaris, 24, of Kalama, Wash.

THOMAS-BRADEN—Kenneth Thomas, 17, of Stayton, Or., and Miss Ethel Braden, 19, of West Stayton, Or.

Disinfection and Health Go Hand in Hand

Fortunately, thousands of men and women are recognizing the danger of disease germs, and are doing their part through proper and regular disinfection to protect health and put an end to epidemics.

Every epidemic of contagious disease can be traced to carelessness or indifference to proper sanitation. And hundreds of innocent victims must pay the price of someone's carelessness.

Don't let contagious disease get a foothold in your office or home. Insist on regular disinfection.

Lysol Disinfectant

Reg. U.S. Pat. Off.

Lysol Disinfectant, at the moment of its application kills all germ life, or prevents its creation.

At the office: Have a solution of Lysol Disinfectant used in cuspidors, toilet-rooms, dark corners, on floors, rugs, etc.

In the home: Have a solution of Lysol Disinfectant sprinkled regularly in sinks, drains, toilets, garbage cans.

A 50c bottle makes five gallons of powerful disinfectant; a 25c bottle makes two gallons.

Remember, there is but one genuine Lysol Disinfectant—made, bottled, signed, and sealed by Lehn & Fink, Inc.

Lysol Toilet Soap — *25c a Cake* — Contains the necessary proportion of the antiseptic ingredients of Lysol Disinfectant to protect the skin from germ infection. It is refreshingly soothing and healing and helpful for improving the skin. Ask your dealer. If he hasn't it, ask him to order it for you.

Lysol Shaving Cream in Tubes — Contains the necessary proportion of the antiseptic ingredients of Lysol Disinfectant to kill germs on razor and shaving brush (where germs abound) and to guard the tiny cuts from infection and give an antiseptic shave. If your dealer hasn't it, ask him to order a supply for you.

Lehn & Fink New York Toronto