

4 VESSELS TO TAKE BIG CARGOES HERE

Eastern Sailor Assigned to European Pacific Line.

POMONA IS DELAYED

Steamer Originally Scheduled for Late June Loading—West Coyote Is Sailed.

Assignment of the shipping board steamer Eastern Sailor to the European-Pacific line, and the transfer of this vessel and three others to the Pacific for heavy freight service, were announced yesterday by the Columbia-Pacific shipping company, local agents for the European-Pacific line.

The steamer Pomona, launched at San Francisco February 13, was originally scheduled for late June loading in the European-Pacific service, but delays in her construction have led to the substitution of the Eastern Sailor, to come here the latter part of next month. The Eastern Sailor was built for the shipping board in Japan and arrived at Tacoma May 18 for delivery to the emergency fleet corporation. Her maiden voyage under the American flag will be to Europe, via Dunkirk, France, Liverpool and Glasgow. Of her total cargo of 7,500 tons, 4,500 tons will be loaded at Portland. This amount of freight has already been booked for the vessel by the Columbia-Pacific company.

Pomona to Load Here. Following the Eastern Sailor, the Pomona will load here for Europe during the first half of July, and approximately 5,000 tons of freight have been booked for this ship.

The late July sailing in the European-Pacific line will be taken by either the West Kedron or the Topa Topa, both of which vessels were recently announced as allocated to this service. The West Kedron is building at Long Beach, and the Topa Topa was launched at San Pedro May 1.

The steamer West Coyote, which loaded here for Europe, will be the first direct imports from Europe to be received here. In the next few years, will come to Portland again for European cargo early in August.

Commerce Increase Shown. The increase in commerce between Portland and Europe since this city was made a port of call of the European-Pacific line is shown by the fact that the first half of the year has been taken care of from four ports on the Pacific coast, will load more than half their cargo here. Only a few months ago, operators of these vessels were reluctant to send them here because of the scarcity of freight at Portland for Europe.

One vessel of the line passed this port last week, and it was enough cargo could be assembled here to make it worth her while to come up the river.

Besides the four regular liners mentioned above, which will take cargo for Europe from Puget sound, Portland, San Francisco and San Pedro, four vessels of the European-Pacific line are scheduled to load full cargoes at Portland during June and July.

Pacific Coast Shipping Notes.

SEATTLE, Wash., May 28.—(Special.)—Advice that the Seattle Pacific steamship company has purchased the auxiliary power schooner Tacoma in Sydney, Australia, were received here this morning. The vessel, which was built by the Tacoma Shipbuilding & Docking company, was launched in 1917, and is a cargo carrier of 2,500 tons deadweight. Captain Ray Stirling, son of the late owner, has taken command of the vessel. News of the purchase of the ship was received in a letter from Captain Stirling.

Hearing on the injunction proceedings brought by the Seattle local of the International Longshoremen's association to have their international officers reinstated from revoking the charter of the local and ending its recognition of the local, continued to June 18 by Superior Court Judge Foster this morning. The hearing was set for this morning, but the attorney for both sides were engaged in the trial of cases in the United States court, hence the continuance.

Under the "no cure, no pay" clause, a contract for restoring the overturned steam schooner Fred Baxter, now in Port Townsend bay, to a sailing condition, was awarded this morning by J. H. Baxter, judge of the court, to the Washington Tug & Barge company of Seattle. The tug turned over on her side in Port Townsend last Saturday morning and in the evening turned keel up. Early in the week, the tug was towed to a point 100 feet off the head of the Toke river, where it was beached. The tug was then towed to a point 100 feet off the head of the Toke river, where it was beached.

Under the contract, the Washington Tug & Barge company is to restore the vessel to an upright position, to be towed to the yard of the Pacific Coast Shipbuilding & Docking company, where it will be repaired, and then pump her out, putting her in condition to resume operations in the coast freight service.

SAN PEDRO, Cal., May 28.—(Special.)—Henry Pieper, a yeoman, third class, in the aviation corps of the United States navy, was killed yesterday in the outer harbor when the battleship Arkansas was struck by a torpedo. The body was not recovered.

This was the third death of a sailor of the Pacific fleet here in two days, one killed in an auto accident in Los Angeles, another in the battleship Arkansas having fallen from a hatch to his death. Fred E. Baker, head of the Los Angeles Shipbuilding & Docking company, is president of the Los Angeles Steamship company, which purchased the steamer West Kedron from the Pacific coast line, and then pump her out, putting her in condition to resume operations in the coast freight service.

The Yale and Harvard will be rebuilt here in the yards of the Pacific coast line. New engines will be installed, and the speed of the vessels increased. They will be towed here by the Pacific coast line, and then pump her out, putting her in condition to resume operations in the coast freight service.

GRAVES HARBOR, Wash., May 28.—(Special.)—The tugboat "Hawthorne" and "Hawthorne" cleared last night for San Francisco. The tugboat "Hawthorne" was loaded with lumber from the Pacific coast line, and the tugboat "Hawthorne" was loaded with lumber from the Pacific coast line.

ASTORIA, Or., May 28.—(Special.)—Steam schooner "Pittman" sailed at 6:40 o'clock this morning for San Pedro, laden with lumber from the Pacific coast line. The steam schooner "Pittman" was loaded with lumber from the Pacific coast line, and the steam schooner "Pittman" was loaded with lumber from the Pacific coast line.

The tug "Ramon", with the barges "Forest No. 1" and "No. 2", from Portland, in tow, sailed at 3 o'clock this afternoon for Seattle.

The steam schooner "Trinidad", laden with lumber from the Pacific coast line, sailed at 7 o'clock last night for San Pedro. The steam schooner "Trinidad" was loaded with lumber from the Pacific coast line, and the steam schooner "Trinidad" was loaded with lumber from the Pacific coast line.

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MILLS CONTINUE ACTIVE

WEEK'S LUMBER SHIPMENTS TOTAL 26,625,221 FEET.

Balance of 8608 Cars on Books Awaiting Movement—Production Now Nearly Normal.

Lumber shipments of the mills of the west coast lumbermen's association by water for the week ending May 22 aggregated 26,625,221 feet, and the balance of the mills carry a handsome total of export orders for later delivery.

Facts of the association's weekly report are set forth as follows: Cargo business accepted by the 126 mills contributing to the report for the week aggregated 26,625,221 feet, of which 10,128,311 feet is to be exported, and 16,496,910 feet is to be delivered to the coast.

The balance of cargo orders remaining on the books of the mills after the week's shipments was 148,469,424 feet—63,244,124 feet domestic and 85,225,300 feet export.

The same mills have a balance of 8608 cars or 253,400 feet of rail orders on their books awaiting shipment, and 16,496,910 feet of rail orders were accepted for the week. The rail orders were 36,693,000 feet or 1221 cars.

The mills are continuing their steady production and probably will run full until the mid-summer period. The production of the week aggregated 94,243,662 feet, which was only 3,354,338 feet or 102 cars below the normal. The total volume of new business accepted was 66,112,145 feet and the total shipments 69,333,978 feet.

SMALL YARDS GIVE WORK

ENDING OF FEDERAL JOBS IS NOT FELT AT SEATTLE.

Expected idleness of 2000 Workmen Fails to Materialize—Repair Work Fills Needs.

SEATTLE, Wash., May 28.—(Special.)—Most of the men employed on a payroll aggregating \$125,000 a week, with not one of the workers dependent on government money, were employed on the repair work of the shipyard industry today. The closure of the government shipyard last winter was expected to leave less than 200 men employed in the Seattle yards, but the repair work has served to stabilize the whole situation.

The last of the shipping board work was completed on the repair work of the shipyard industry today. The closure of the government shipyard last winter was expected to leave less than 200 men employed in the Seattle yards, but the repair work has served to stabilize the whole situation.

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COMPENSATION ACT WILL BE SUBJECT OF INQUIRY.

Recommendations Will Be Made Before State Legislature at Next Session.

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