STEAMER ARAKAN HERE FOR WHEAT

Orca to Establish New Record for Grain Cargoes.

CAPACITY IS 15,000 TONS

December Export Fleet Will Include Norwegian Steamer Eibergen and Steamer Quillwark.

The big Dutch steamer Arakan of the Java-Pacific line, which was the object recently of one of the most spectacular salvage feats ever performed on the Pacific coast, arrived in the Columbia river yesterday afternoon from San Francisco to load a full cargo of wheat for Europe. She will take 1000 tons at Astoria, according to Kerr, Gifford & Co., her charterers, and will come up the river Friday to load the remainder of a cargo of 7500 tons.

The achievement of the wreckers in successfully refloating the Arakan and saving both the vessel and her million-dollar cargo of sugar, when she grounded near Point Arena, attracted the attention of all shipping men on this coast.

Orca to Take Record Grain Cargo.

A new Pacific coast record for grain cargoes is expected to be established with the loading at Astoria of the British steamer Orca, now en route from Coronel, Chili, and expected in the Columbia river Thursday night or Friday morning. The capacity of this vessel is estimated at 15,000 tons of wheat, which will give her a draft of 25 feet. The record at present is held by the British steamer Friesland, which a few months ago carried a little more than 504,000 bushels from Puget sound.

The cargo, which the Orca is expected to take, will amount to about 565,000 bushels. The Pacific Grain company is responsible for the charter of both of these vessels.

Only Two Wheat Steamers in Port.

With the exception of two steamers loading part cargoes of wheat, Portland harbor is devoid of grain vessels for the first time in several months. The Dutch steamer Moerdyk, of the Holland-America line, is taking wheat at Pacific Coast Elevator company's dock and the British steamer Mount Berwyn of the Societe Generale de Transports Maritimes a Vapeur, is to start loading wheat this morning at the Montgomery dock.

Besides the vessels that have loaded and gone and those now in the river, the December grain fleet will include the Norwegian steamer Eibergen and the American steamer Quillwark, both of which are under charter to Kerr, Gifford & Co.

BLASTING REPLACES DREDGER

New Method Used to Clear Obstruction From Coos Bay Harbor.

MARSHFIELD, Or., Dec. 7.—(Special.)—In the lower reaches of Coos bay there is a shelving rock reef running out to the north from Rocky point, which obstructs the ship channel and causes a short detour for vessels laden with lumber. Government plans contemplate removal of this rock for a distance of about one-half mile, and the Coos Bay-built rock dredge Coos had been at work on the project for two months, when it was determined by the engineers that the method in use, "bulldozing" was far too expensive and would not answer the purpose. Changes in method were accordingly arranged and it is now the intention to bore six-inch holes over a large area and blast several hundred yards at one time.

The operating crew on the Coos found that the obstruction in some places is simply a cross between rock and clay, and the most difficult material to shatter. "Bulldozing" charges of generous amounts would scarcely loosen more than five or seven yards. The new plan, it is believed, will obviate the extremely heavy cost of the work.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Dec. 7.—(Special.)—The name of the steamer Admiral Wainwright has been changed to Agnes Dollar. Permission for the change was granted today by the commissioner of navigation. The boat was purchased recently by Robert Dollar from the Pacific Steamship company. She will be sent to the orient.

Anticipating a greatly increased commerce between Seattle and ports in the orient in 1921, the Nippon Yusen Kaisha has arranged for a total of 34 sailings from this port to Japan, China and the Philippines during the year, compared with 23 in 1920.

According to a cable message received from the head offices of the company in Towlo this morning, with 125 apprentices aboard, the United States shipping board's merchant marine training ship Hollywood sailed from Honolulu for Seattle today. The vessel is coming to this port direct. She is expected in the harbor December 18.

The Hollywood has a shipment of pineapples for discharge in Seattle. She is commanded by Captain Orison Beaton.

To spend the Christmas holidays with his family in Duwamish, Captain Frank Mills, master of the famous Seattle-built steamship Editor, arrived here from New York city last night. Since leaving Seattle he has navigated the Editor more than 28,000 miles.

Contracts approximating $100,000 to build ship propeller wheels and manufacture shaft bushings, stern bearings, for interests in Oakland, Los Angeles and Vallejo, Cal., and Vancouver, Wash., were closed today by Earl Doran, owner of the Doran Brass Foundry company of Seattle.

With the work already on hand, the new orders will keep the company's plant on Horton streeet running full blast until June 1.

After being away from this coast since 1911, Lieutenant-Commander B. L. Brockway is back in Seattle as master of the United States coast guard cutter Unalga, which returned to port a few days ago from a cruise of Alaska waters.

COOS BAY, Or., Dec. 7.—(Special.)—The steamer Curacao en route north from San Francisco has encountered many obstacles since leaving the California port some days ago. The Curacao was barbound off Eureka and again after getting into that port and this morning, arriving off Coos Bay, found an impassable bar. She is still outside and reports from the coast guard station declare there is no chance she may get inside before Wednesday forenoon.

ASTORIA, Or., Dec. 7.—The steamer Eastern sailor arrived at 8:45 o'clock this morning from San Francisco and proceeded to Portland.

The Dutch steamer Arakan, which has been undergoing repairs at San Francisco arrived at 2:05 o'clock this afternoon and went to the Port terminals where she will load a part cargo of wheat. She will shift to Portland to finish.

The steamer Oregonian finished taking on lumber at Westport this evening and will sail early tomorrow for New York and Boston via San Francisco.

A wireless message received by British Vice-Consul Cherry from the British steamer Orca says that vessel will be due here Thursday night or Friday morning. She is coming from Coronel, Chili.

Four off shore steamers are scheduled to load at the Astoria port terminals during the present month. The Dutch steamer Arakan, which arrived this afternoon from San Francisco, under charter to Kerr, Gifford & Co., will take on at least 1000 tons of wheat here for Europe.

The British steamer Orca which will be due Thursday night from Coronel, Chili, will be the largest vessel which ever entered the Columbia river and will load at the local terminals 15,000 tons of wheat and 4000 tons of bunker coal under charter to Max H. Houser for the United Kingdom. On account of the extreme size of the Orca, the port commission believes it best to have the same pilot in charge of the vessel when entering and leaving the river, as well as while shifting from the bunker to the cargo pier at the terminal. The commission has requested the pilots' association that, if satisfactory to it, Captain Reed be assigned to that duty.

December 17, the steamer West Kedron will be due to load 15,000 cases of canned salmon as well as a large number of ties for London. She will be followed by the steamer Hollywood, which is to take cargo for Honolulu.

GRAYS HARBOR, Wash., Dec. 7.—(Special.)—Captain McGruder, who came here from San Francisco to superintend the salvage of the Tamalpais, aground in the lower harbor, declared today that he would try the barge method of floating the ship. The work will start, he said, as soon as the material can be assembled. A barge will be used on either side, with the tide as a lifting power.

Three ships, the Carlos, which arrived from San Pedro today, the Tahoe and Siskiyou, began loading at the Donovan mill, South Aberdeen. The combined cargoes will amount to 2,500,000 feet, and will help the December showing, which is expected to be light, as a majority of the mills soon will close for the holiday season of repairs. The shutdown is not generally expected to last long after the next year.

SAN PEDRO, Cal., Dec. 7.—(Special.)—Information was received here this afternoon that more than three score of ships will be allocated to the Pacific coast next year. Two of these steamers will operate between Baltimore and Honolulu via this port.

Eight steamers will operate from Pacific ports to oriental ports. These ten steamers now are in course of construction and will cost $7,000,000.

Local shipyards are being searched by governmental officers for slackers who evaded the draft or failed to report for duty after being drafted for service in the war. It was reported that there were many of the slackers now slipping quietly back to work in the yards.

The steamer Steel Voyager arrived from New York this afternoon with general cargo. She is bound north.

VANCOUVER, B. C., Dec. 7.—(Special.)—Announcement was made today by C. Gardner Johnson & Co. that movement of Canadian grain westward through Vancouver will start in a few days. Already arrangements have been made to ship 5000 tons of Canadian wheat to the United Kingdom, and contracts for a similar amount will be closed in a few days.

The first shipment of 3000 tons will be made this month on the motorship Buenos Aires.

Empress of Asia docked Tuesday from the orient, bringing 1060 passengers and a full cargo of freight, which included 400 tons of silk and 10,000 cases of eggs.

Rough weather has delayed loading of the Japanese steamer Orindono Maru at Barclay sound herring salteries.

She was to have loaded 1500 tons by last Saturday, but cannot complete cargo until Wednesday.

Steamer Jim Butler, Campaigne Du Balsa, is due Friday to load bricks for Santa Rosalia, Mexico.

Candian Pacific freighter Mattawa will sail Friday for the orient with a full cargo.

TACOMA, Wash., Dec. 7.—(Special.)—The Siverado from west coast ports will be due tonight or tomorrow morning. The vessel stopped at Portland on her way north.

The Silverado has about 2000 tons of nitrates to discharge here and at Dupont. Considerable outward freight is awaiting the steamer here, though a part of the outward freight consigned to this vessel will go on the Meden, it was said.

The Admiral Rodman, bringing paper from Ocean Falls, B. C., was looked for here today by agents of the Pacific Steamship company. The paper will go to Tacoma and California firms.

After being away from Tacoma nearly two months, Captain Frank Andrews, vice-president of the International Stevedore company, returned home today. Captain Andrews was called to Halifax on account of the serious illness of his mother.

The Eastern Tempest, reported as being ashore on the Danish coast, left Tacoma in command of Captain Milner. The vessel sailed from here several months ago.

It was the intention of Captain Milner to take the steamer only as far as New York, but he was persuaded to go on to Europe in her.

Gillespie & Co., erecting the new 50,000-ton tanks at the Milwaukee docks in Tacoma to take care of the growing trade and Philippine oils, promise heavy imports in the future.

The Quadra, formerly in the ore trade between Tacoma and Britannia Beach, has been laid up at Victoria with only Captain Cutler and a watchman left of the crew of the vessel. The Quadra will not be operated in the ore-carrying work until copper prices pick up, it was said. The Quadra has been running out of Tacoma almost four years.

PORT TOWNSEND, Wash., Dec. 7.—(Special.)—Fifty-two days from Callao, the schooner Bainbridge passed in at Cape Flattery today. She will load at either Port Blakeley or Bellingham for return cargo.

Bringing a part cargo of nitrates and copper ore, the steamer Silverado arrived this morning from west coast ports via Portland. She proceeded to Tacoma, where she will discharge and load return cargo.

The several steamers which have been stormbound at Clallam bay and Neah bay put to sea this morning. The vessels are the Georgina Rolph, William Donovan and schooner Samar.

Two big steel tanks will be taken to Fort William Seward, Alaska, when the steamer Ketchikan sails north. The tanks were shipped to Seattle from the east.

The severe winter weather and the oversupply of logs have resulted in many logging camps on the Olympic peninsula shutting down, throwing a large number of men out of work.

En route for Europe, the Harrison Direct liner Statesman sailed this evening. She will go by the way of the Panama canal, making a stop at Norfolk for bunker coal.

SAN FRANCISCO, Dec. 7.—(Special.)—For the purpose of holding a series of conferences with local interests in reference to shipping and marketing conditions, a delegation representing all of the sugar interests of the Hawaiian islands arrived here today on the Matson Navigation company's liner Maui.

While no announcement was made by the delegates, it is stated that their mission was in regard to their sugar plantations controlled by the Hawaiian sugar planters' association in the Hawaiian islands.

After being in the Hunters Point drydock for the last five days, the superdreadnought California will be released tomorrow. The flagship of the Pacific fleet will be towed to California City until Thursday morning, when the battleship will start for Mare Island.

During the strong southwest gale that prevailed off the California coast since last Sunday, Vincent Harris, second officer of the barkentine Echo, sustained injuries which necessitated Captain C. S. Semsen, master of the craft, in heading his vessel to this port to secure treatment for the injured man.

The Echo, loaded with a shipment of lumber, sailed from Eureka for Melbourne December 1.

For five days the vessel, with the injured mate aboard, has been buffeted by southwest gales while attempting to make this port.

With a shipment of Hawaiian island products consisting of 46,000 cases of pineapples and 1232 tons of molasses, besides 225 cabin passengers, the steamer Maui, Captain Peter Johnson of the Matson Navigation company arrived here today. There was not a single shipment of sugar on the vessel's manifest.

In command of Captain George Dockstader, the Pacific Mail liner San Jose arrived here this morning from Cristobal and way ports.

Bound for Chinese and Japanese ports with the largest number of passengers carried since her service under the flag of the China Mail Steamship company, the steamer Nanking, Captain T. H. Dobson, sailed today. The vessel had 234 first-cabin and 636 steerage passengers.

Notice to Mariners.

The following affects the aids to navigation in the Seventeenth Lighthouse district:

Oregon—Willamette river, above Oregon City Falls—Lights temporarily discontinued December 1, 1920: Lincoln bar light, Lincoln rocks lower light, Lincoln rocks light, Darrow Chute light, McGee Landing light, Beardsley Landing light. Light list, 1920, Nos. 371-376. Buoy list, 1920, pages 33 and 36.

Washington—Seacoast: Umatilla Reef light vessel replaced on station December 4, 1920. Charts 6102, 6265, 6300, light list, 1920, No. 407. Buoy list, 1920, page 43.

By order of bureau of lighthouses.

ROBERT WARRACK,
Superintendent of Lighthouses.

Report From Mouth of Columbia.

NORTH HEAD, Dec. 7.—Condition of the sea at 5 P. M., rough; wind, southeast, 36 miles.

Tides at Astoria Wednesday.

High.	Low.
11:18 A. M...9.4 feet	5:34 A. M...3.3 feet
	5:24 P. M..0.1 foot

PORT BOND SALE URGED

CHAMBER COMMITTEE RECOMMENDS EMERGENCY MEASURE.

Sufficient Securities to Net Funds for Operating Expense Would Be Sold.

Recommendation to pass early in the 1921 session of the Oregon legislature an emergency measure providing for the sale of Port of Portland bonds in sufficient amount to meet operating expenses and carry forward the projected improvements for the year was made yesterday afternoon at a meeting of the port committee of the Chamber of Commerce. The meeting was held to consider various phases of the problems before its members.

It also was recommended that the power of appointment of the members of the port be vested by the legislature with the governor and that the committee consist of five members. Among the qualifications of members, it was said that residence of not less than three years in the port district should be one.

The committee discussed at considerable length the purchase of Swan island, and a tie vote on that subject made it necessary for Chairman Mulkey to cast the deciding ballot. This put the committee on record as recommending purchase, if at all, at a price not to exceed the sum to be fixed by the chamber's appraisal committee and that the so-called elbow of the island be straightened, should the island be purchased.

Regarding the proposed improvement of North Portland harbor, as asked for by business men there, the committee recommended to the Port of Portland commission that this be done, if found feasible, and that the expense be borne under provisions of the benefit and damage theory.

George W. Joseph resigned from the committee. He will sit in the senate at the next session of the legislature.

JAPANESE TO LOAD LUMBER

Tenpaisan Maru Will Carry Cargo to Shanghai, China.

Confirmation of the fixture of the Japanese steamer Tenpaisan Maru of the Mitsui fleet to load lumber here in January for Shanghai, China, was given yesterday by Charles A. Edwards, Portland manager for A. O. Anderson & Co., who will supply the cargo.

The movement of this cargo is taken as one of a number of recent indications of an improvement in the trans-Pacific freight situation. Cargoes in both directions across the Pacific have been considerably heavier of late than for several months.

The Tenpaisan Maru will load part cargo on Puget sound before coming to the Columbia river to finish loading.

DRYDOCK BIDS ARE ASKED

First Contract of Rehabilitation Programme Will Be Let.

A call for bids for the first contract in the programme agreed upon by the port and dock commissions for the rehabilitation of the present drydock of the port, and the preparation of a berth for the new one of the dock commission, was issued yesterday by the Port of Portland.

The work to be performed under this contract will consist of tearing out a portion of the present south wharf at the drydock and the erection of a bulkhead on the north side of the property to retain the material dredged from the new berth.

Bids are to be opened on December 20.

STORM KEEPS OUT SCHOONER

Oregon Falls to Cross Bar of Nehalem Bay.

TILLAMOOK, Or., Dec. 7.—(Special.)—A heavy storm beginning early yesterday and continuing tonight prevented the lumber schooner Oregon from crossing the bar of Nehalem bay for the second time. There are no indications of an early abatement of the storm.

The schooner's first attmept was Saturday. The waves are rolling high and breaking roughly across the entrance to the bay.

Japanese to Establish Agency.

Suzuki & Co., one of the largest Japanese firms engaged in importing and exporting, and steamship operation, soon will establish an agency in Portland, according to K. Katsesuya, manager of the Seattle offices of the company, who was in the city yesterday conferring with H. L. Hudson, manager of the traffic bureau of the port of Portland and commission of public docks.

Movements of Vessels.

PORTLAND, Dec. 7.—Arrived at 6 P. M., steamer Eastern Sailor, from San Francisco.

ASTORIA, Dec. 7.—Arrived at 8:45 A. M. and left up at 10 A. M., steamer Eastern Sailor, from San Francisco.

SAN FRANCISCO, Dec. 7.—Arrived, Etfingham, from New York, for Portland.

TACOMA, Dec. 7.—Arrived, Silverado, from Portland, for West Coast.

SAN PEDRO, Dec. 7.—Arrived, Lake Filbert, from Portland, for West Coast.

TATOOSH, Dec. 7.—Sailed at 7 A. M., Salina, from Seattle, for Portland.

YOKOHAMA, Dec. 2.—Arrived, Horaisan Maru, from Seattle; December 3, Mesopotamia, from Victoria; Tyndareus, from Seattle.

LIVERPOOL, Dec. 5.—Arrived, Margaret Coughlan, from Vancouver; December 6, West Katan, from Seattle.

SAN PEDRO, Cal., Dec. 7.—(Special.)—Arrived at 4 P. M., steamer Queen, from Seattle; at 7 A. M., Admiral Evans, from San Diego; at 6 A. M., Celilo, from Portland; at 7 A. M., Multnomah, from San Diego; at 6 A. M., Solano, from Grays Harbor; at 8 A. M., Libby Maine, from Tacoma.

Sailed at 10 A. M., Admiral Evans, for San Francisco; at 5 P. M., Multnomah, for Portland; at 5 P. M., Shabonee, for China; M. C. Brush, for San Francisco.

DUBLIN, Dec. 6.—Arrived—Witram, from Portland.

SAN FRANCISCO, Dec. 7.—Arrived, President, from Seattle; Rotarian, from Balboa; San Jose, from Colon; Maui, from Honolulu. Sailed, Nanking, for Hongkong; Eastern Merchant, for Barcelona; El Lobo, for Lobitos; Manoa, for Honolulu.

TACOMA, Wash., Dec. 7.—Arrived—Admiral Dewey, from San Francisco; Silverado, from Valparaiso via ports. Sailed—Fulton, for Powell River, B. C.

SEATTLE, Wash., Dec. 7.—Arrived—Windber, from San Pedro; Admiral Dewey, from San Diego, via San Francisco. Departed—Statesman, for London and Liverpool; Admiral Schley, for San Diego, via San Francisco; J. A. Moffett, for San Pedro; Eastern Sword, for New Orleans.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

HUMBOLDT, San Pedro for San Francisco, 120 miles south of San Francisco.

DEL ROSA, San Francisco for Antofagasta, 748 miles south of San Francisco.

GRIFFDU, San Pedro for San Francisco, 26 miles south of San Pedro.

SANTA RITA, San Francisco for Salina Cruz, 198 miles south of San Francisco.

WHITTIER, Port San Luis for Oleum, 163 miles from Oleum.

ADMIRAL EVANS, Wilmington for San Francisco, 199 miles from Wilmington.

MATSONIA, San Francisco for Honolulu; 1849 miles from San Francisco, December 6, 8 P. M.

WEST HARTLAND, Honolulu for Seattle; 1072 miles from Seattle, December 6, 8 P. M.

NANKING, San Francisco for orient; 76 miles from San Francisco.

EVERETT, Everett for San Pedro; 320 miles north of San Pedro.

GOVERNOR, San Francisco for Seattle; 25 miles north of Point Arena.

YOSEMITE, Port Gamble for San Francisco; 130 miles north of San Francisco.

RICHMOND, towing barge 95, San Pedro for Seattle; 440 miles from San Pedro.

PRESIDENT, San Francisco for Los Angeles; 9 miles south of San Francisco.

ADMIRAL SEBREE, San Francisco for Bellingham; 58 miles from San Francisco.

CAPTAIN A. F. LUCAS, towing barge 93, Portland for San Pedro; 516 miles from San Pedro.

NILE, orient for San Francisco; 1587 miles west of San Francisco lightship, December 6, 8 P. M.

ADMIRAL GOODRICH, San Pedro for Seattle; 595 miles from San Pedro.

PARAISO, St. Helens for San Francisco; 155 miles north of San Francisco.

CLAREMONT Willapa Harbor, for San Pedro; 325 miles from Willapa Harbor.

YOSEMITE, Port Gamble for San Francisco; 130 miles north of San Francisco.

WEST NOMENTUM, Yokohama for Portland; 276 miles from Columbia river.

LOS ANGELES, via Vancouver, for Port San Luis; 437 miles from San Luis.

WAHKEENA, San Francisco for Columbia river; 290 miles north of San Francisco.

WASHTENAW, Port San Luis for Portland; 318 miles from Astoria.

CURACCO, Eureka for Portland, off Coos Bay.

JOHANNA SMITH, Coos Bay for San Francisco, bar-bound at Coos Bay.

DILWORTH, Point Wells for San Pedro, 600 miles from San Pedro.

ENDICOTT, Seattle for United Kingdom, via San Pedro, 516 miles from Seattle.

ALASKA, San Francisco for Portland, off Heceta head.

HORACE X. BAXTER, Bellingham for San Pedro, 30 miles south of Cape Blanco.

SALINA, Seattle for Portland, 68 miles north of Columbia river lightship.

SANTA FLAVIA, San Francisco for Tacoma, 576 miles north of San Francisco.

LATOUCHE, 55 miles east of Cape Stellas; 8 A. M., December 7.

ADMIRAL WATSON, 120 miles west of Cape Spencer; 8 A. M., December 7.

ELKHORN, Genoa Bay, B. C., for Vancouver; 20 miles out of Genoa Bay.

QUARBIN, Point Wells for San Francisco; 95 miles from Point Wells.

HYADES, Port Angeles for Hilo; 10 miles southwest of Tatoosh.

GEORGINA ROLPH, Tacoma for San Pedro; 70 miles south of Cape Flattery.

ADMIRAL SCHLEY, Seattle for San Francisco; 100 miles from Seattle.

LYMAN STEWART, San Luis for Seattle; 90 miles from Seattle.

RESTORER, Seattle for Bamfield; anchored in Barclay sound.

MOFFETT, Seattle for Richmond; 652 miles from Richmond.

Marine Notes.

The shipping board tank steamer Salina will be due here today with a part cargo of fuel from San Pedro via Seattle.

The steamer Eastern Sailor, of the European-Pacific line, arrived at terminal No. 1 at 8 o'clock last night with a considerable quantity of freight from the Atlantic coast. Besides her own Portland freight from New York, she also brought shipments transferred at San Francisco from the steamers Bakersfield and Fort Wayne.

The steamer Oregonian, of the American-Hawaiian line, is expected to get away from Westport to sea early this morning. The Alaska line steamer Arcadia shifted yesterday from the port drydock to the Inman-Poulsen mill to start loading for the orient.

The port dredge Tualatin will be lifted in drydock for repairs at 8 o'clock this morning.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Date.
Str. Curacao	S.F. and way	Dec. 8
Str. Pacific	San Pedro	Dec. 8
Str. Salina	Seattle	Dec. 8
Str. West Nomentum	Yokohama	Dec. 8
Str. Alaska	San Fran.	Dec. 8
Str. M. C. Brush	Puget sound	Dec. 13
Str. Pawlet	Kobe	Dec. 15
Str. West Camargo	Australia	Dec. 15
Str. West Kedron	San Fran.	Dec. 15
Str. Eibergen	Hamp. Rds.	Dec. 16
Str. Steel Voyager	New York	Dec. 20
Str. Quillwark	San Fran	Dec. 20
Str. Eldorado	New Orleans	Dec. 25
Str. Chas. H. Cramp	Philadelphia	Dec. 25
Str. Coaxet	Manila	Dec. 28
Str. Meriden	W. C. S. A.	Dec. 30

To Depart From Portland.

Vessel—	For	Date.
Str. Klamath	S. F. and L. A.	Dec 8
Str. Moerdyk	Europe	Dec. 9
Str. Curacao	S. F. and way	Dec. 9
Str. Willamette	S.F. and L.A.	Dec. 10
Str. Alaska	San Fran.	Dec. 11
Str. Bearport	Orient	Dec. 14
Str. Abercos	Orient	Dec. 18

Vessels in Port.

Vessel—	Berth.
Str. Abercos	Inman-Poulsen mill.
Str. Arakan	Astoria.
Str. Bearport	St. Johns mill.
Str. Eastern Sailor	Terminal No. 1.
Str. Haxtum	Peninsula mill.
Str. Johan Poulsen	St. Helens.
Bkt. Hawaii	Drydock.
Sch. John W. Wells	Drydock.
Str. Klamath	St. Helens.
Sch. Meteor	East & West. mill.
Str. Moerdyk	Elevator dock.
Str. Mount Berwyn	Montgomery dock.
Str. Oregonian	Westport.
Str. West Apaum	Terminal No. 1.
Str. West Togus	Wauna.
Str. Willamette	St. Helena.

LACK OF RIVET COSTLY

HOLE IN VESSEL'S BULKHEAD FORCES CARGO SHIFT.

Tons of Freight Moved Because Smoke Drifted Into Hold of West Apaum.

An empty rivet hole in a bulkhead caused the discharging and reloading of many tons of freight in a hold of the steamer West Apaum, owned by the Atlantic, Gulf & Pacific Steamship company.

When coal in one of the West Apaum's bunkers caught fire by spontaneous combustion at Astoria, Or., a few days ago, the vessel came to Portland and docked at terminal No. 1 to discharge the damaged coal and replenish her bunkers. When one of the hatch covers was lifted, smoke poured from the hold. This particular hold was filled with canned goods, and it was supposed that the cases were afire. When the longshoremen worked their way down into the hold far enough, they found that all the smoke was coming through a hole about an inch in diameter, which penetrated the bulkhead between the coal bunker and the cargo space.

W. J. Jones, stevedore, who has charge of the work, announced yesterday that the cargo will be all replaced and the bunkers filled with new coal by Thursday night.

GERMAN VESSELS ALLOCATED

Interned Sailing Craft Distributed to France, England and Italy.

The 12 German sailing vessels which have been interned since 1914 at Santa Rosalia, Mexico, and have been the subject of many conflicting reports and much speculation here, have been definitely allocated to France, England and Italy, according to word received yesterday. At one time all of these craft were reported to have been fixed to carry grain cargoes from north Pacific ports to Europe. All formerly were engaged in the grain trade.

Under the sarrangement which has been completed in accordance with the terms of the armistice, the Hans and Thielbeck go to England, the Adolph Vinnen and Schurbeck to Italy, and the Lasbeck, Harvesthude, Helwig Vinnen, Orotavia, Rhembeck, Wandsbeck and Walkure to France.

All 12 of the former German windjammers will be towed to Europe for reconditioning. Their crews already have been sent home.

ELDORADO TO OPEN ROUTE

Pacific-Caribbean & Gulf Craft Is on Way to Portland.

The steamer Eldorado, which will be the first vessel to come here in the new Pacific-Caribbean & Gulf line, sailed from Balboa on December 1 for Portland, via San Francisco, according to a belated report received yesterday by the Merchants' exchange. It is estimated that the Eldorado will reach Portland about Christmas. She sailed from New Orleans on November 13. The steamer Alvarado, which inaugurated the service, arrived at San Francisco on November 19.

These two vessels, with the steamer Iris, constitute the fleet operated in the Pacific-Caribbean & Gulf line by Swayne & Hoyt of San Francisco.

It is this line that has made arrangements with the Mississippi Warrior service of steel barges on the Mississippi river to collect and distribute cargoes throughout the territory tributary to that river.

BIG TANKER TO BE LAUNCHED

Craft Built for Standard Oil Company Nearly Finished.

VANCOUVER, Wash., Dec. 7.—(Special.)—The 12,000-ton oil tanker W. H. Libby, the second of three tankers being built by the G. M. Standifer corporation for the Standard Oil company, will be launched December 15. The John Worthington, sister ship to the Libby, was launched November 15 and will have a trial trip on the day following the second launching.

Standifer officials say that additional contracts are under consideration by the company, and that sufficient work already has been accepted to insure the running of the yards until next spring.

Union Provides Against Strikes.

DETROIT, Dec. 7.—An agreement proposed by the Brick Masons' and Plasterers' International union providing that there shall be no cessation of work pending adjustment of disputes was adopted by the Mason Contractors' association of the United States and Canada in convention today.

Elks to Dedicate New Home.

BEND, Or., Dec. 7.—(Special.)—December 15 has been set as the date for the dedication of the Bend Elks' new home. Committees to have charge of the programme are expected to be appointed at the meeting of the lodge tonight.

IMPORTER QUITS FIELD

Charles A. Edwards to Be Active in Vegetable Oil Enterprise.

Charles A. Edwards, vice-president and manager of A. O. Andersen & Co., has resigned his connection with that firm, to take effect the first of the year, in order that he may devote his entire time to the Portland Vegetable Oil Mills company, of which he is treasurer and a member of the executive committee, according to announcement made yesterday.

As a result of his familiarity with sources of supply and his long experience here and elsewhere in importing and operating vessels, it is predicted that Mr. Edwards will be able to effect substantial economies in the conduct of the new concern.

Mr. Edwards was appointed chairman of an organization committee at a meeting of bankers and business men held at the Chamber of Commerce last January to consider the formation of a new company to control the vegetable oil industry in Portland.

DAILY CITY STATISTICS

Marriage Licenses.

JONES-WILLIAMS—Alfred E. Jones, legal, England, and Florence J. Williams, legal, 777 Everett street.

SMELTZER-GIBSON — Paul Smeltzer, legal, 406½ Twenty-sixth street North, and Mrs. Anna Gibson, legal, 406½ Twenty-sixth street North.

WEITH-TANNENSEE—William Weith, legal, 882 East Gilsan street, and Hilda Tannensee, legal, 814 East Thirty-first street.

GRAFF-RICH—Joseph F. Graff, legal, 1057 East Twenty-fourth street North, and Nina W. Rich, legal, 212 Portland boulevard.

JONES-JORDAN—Martin C. Jones, legal, 1402 Barton avenue, and Corinne Jordon, legal, 145 East Eighteenth street.

BERSCH-POLLEY—John Bersch, legal, Buckner Creek, Or., and Lilly M. Polley, legal, 572 Fifth street.

Vancouver Marriage Licenses.

EDWARDS-MASON—L. R. Edwards, 32, and Marie Mason, 35, both of Portland.

MILLER-ROSE—Adolph C. Miller, 42, and Florence Rose, 34, both of Portland.

LANGLEY-DESJANDERS—Ray Langley, 22, Corvallis, and Evelyn Desjanders, 20, Beloit, Wis.

SLATER-BISHOP—Leon F. Slater, 22, and Elva M. Bishop, 19, Portland.

Truck Leaps Over Embankment.

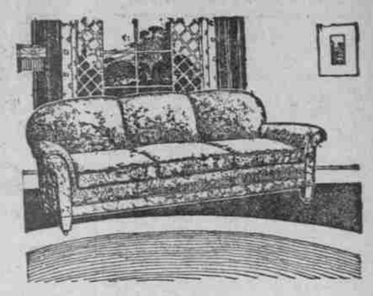
OREGON CITY, Or., Dec. 7.—(Special.)—An automobile truck loaded with flour, on its way to Salem from Portland, capsized on the highway near the home of L. G. Criteser, a short distance from Pulp station this afternoon. The accident occurred near improvement work on the highway. The driver of the truck turned out for a laundry delivery vehicle and the truck leaped over the embankment, carrying the driver with it. The driver is suffering from shock and bruises about the body and head.

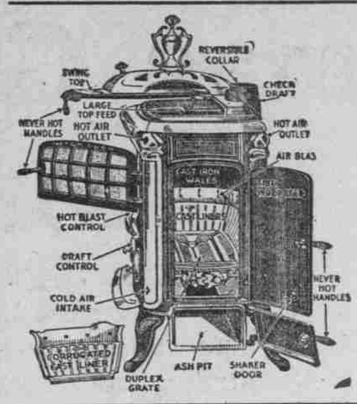
Buy Comfort-Giving Gifts This Xmas

GIFTS OF HOME FURNISHINGS ARE A CONTINUAL REMEMBRANCE FOR YEARS TO COME.

You can make your $s go a long way here. Look over the following Special offers. They are samples of the many bargains of Sensible, Serviceable Xmas gifts we are offering.

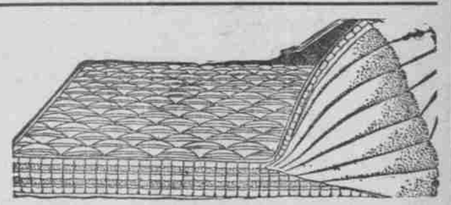
$98 Overstuffed Davenport, uphols. in denim or cretonne, very handsome pattern; spring cushions, seat and back. **$59**





$51 Firefly Heater, finest combination wood and coal heater to be had and the price for this sale is only..... **$34**

$18.50 cotton felt mattress, art tick., roll edge, round corners, 45-lb. weight, for only **$10.85**



The above Specials sold for cash only. None sold to dealers.

BUY NOW PAY NEXT YEAR

Calef Bros. HOME FURNISHERS 68-70-FIFTH ST. PORTLAND, ORE.

YOUR CREDIT IS GOOD HERE

948,929 VOTE FOR DEBS

SOCIALIST BALLOT GREATEST IN COUNTRY'S HISTORY.

Twice as Many Line Up With Party as Did in Presidential Race Four Years Ago.

NEW YORK, Dec. 7.—(By the Associated Press.)—Eugene V. Debs, socialist candidate for president in the last election, received nearly 950,000 votes, the greatest number polled by a socialist presidential nominee in the country's history, and approximately twice the socialist vote in 1916.

Available official and unofficial returns from all but seven states show that Debs polled 900,563, which, added to the seven states' socialist vote four years ago—48,366—would give a total of 948,929. The missing states were Idaho, Louisiana, Montana, New Mexico, North and South Carolina and Texas.

Debs rolled up 204,120 votes in New York state alone. Excepting the soldiers' vote the unofficial returns show more than four times the state's socialist vote in 1916 and more than three times Debs' poll in 1912.

Other states which gave Debs a sizable vote this year included: Wisconsin with 80,635; Illinois, 74,747; Pennsylvania, 70,021; California, 64,076; Ohio, 57,147; Minnesota, 56,106; Massachusetts, 32,267; Michigan, 28,947; New Jersey, 27,141; Oklahoma, 25,638; Indiana, 24,703; Missouri, 20,242; Iowa, 16,881; Kansas, 15,507, and Connecticut, 10,335.

Garage Owner Held to Court.

VANCOUVER, Wash., Dec. 7.—(Special.)—Fred O. Earnart, Vancouver garage man, was held to the superior court today by Judge Cedric Miller on the charge of attempting to intimidate an officer. Earhart, it was alleged, threatened George Maltman, deputy sheriff, who was attempting to remove a truck from Earhart's garage on court orders. Following the threat Maltman struck Earhart in the face with a pair of handcuffs, cutting his face.

Pioneer Marries on Birthday.

BEND, Or., Dec. 7.—(Special.)—James S. Smith, pioneer resident of central Oregon, celebrated his sixty-fourth birthday by marrying Mrs. Nettie Stevenson of Bend, here this morning. R. W. Sawyer, county judge, performed the marriage service.

Official Count Announced.

AUSTIN, Tex., Dec. 7.—A total of 438,700 presidential votes was cast in Texas at the general election of November 2, according to an official announcement today. The vote follows: Democrat, 289,688; republican, 115,640; American, 47,669; black and tan republican, 27,515; socialist, 8194.

BUY IT BY THE CASE
WAR DEPARTMENT CANNED MEATS

Husky kids

IF you want your boys and girls to be healthy and sturdy, give them H-O.

For nearly 50 years millions of children have been getting real nourishment from this delicious Oatmeal.

This table is from U. S. Health Education Bulletin No. 2. See how Oatmeal leads in nourishment!

Oatmeal	2,500	Rye flour	1,450	White wheat flour	1,250
Force	2,300	Cornmeal	1,350	Hominy	1,150
A wheat cereal	2,200	Macaroni	1,350	Rice (white)	1,150
Graham flour	2,200	Another cereal	1,350	Corn flakes	1,100
Barley	1,150	Farina	1,350		

(THE H-O COMPANY Dept. B, Buffalo, N. Y.)

"I want some more"

H-O HORNBY'S OATMEAL

Send your grocer's name and we will send you free, enough H-O for a meal for six persons

No Question as to the BEST CORN FLAKES when you have your first taste of

POST TOASTIES

These flakes bear a distinctive name because of their distinctive quality

They are meant to—and do excel in every way

That is why Post Toasties are the POPULAR CORN FLAKES IN AMERICA

Sold by grocers everywhere!

Made by Postum Cereal Company, Inc., Battle Creek, Mich.