BIG TANK STEAMER GLIDES INTO WATER

Huge Carrier Swiftsure Has Perfect Launching.

FIRST OF SEVEN OF TYPE

Twelve Thousand-Ton Oil Carrier Slides From Ways of Portland Company Into Willamette.

The 12,000-ton tank steamer Swiftsure, the first vessel of her size to be launched into the waters of the Willamette, slid from the ways of the Northwest Bridge & Iron company's plant at 4:15 o'clock yesterday afternoon and executed a perfect launching. Mrs. Ward R. Bowles, wife of one of the directors of the Northwest Bridge & Iron company, was sponsor and received a gift of a silver mesh bag. The bottle slipped from the sponsor's hand as the big ship began to move and failed to break, but a husky riveter standing on the deck of the vessel quickly hauled up the bottle by the ribbon on which it was suspended and smashed it into bits upon the prow in a dash of foam just as the tanker's stern touched the water.

Large Party Witnesses Launching.

Among those on the launching platform besides the sponsor and her husband were Mr. and Mrs. C. D Bowles, Mr. and Mrs. W. H. Cullers, Mr. and Mrs. J. C. Bowles, Mr. and Mrs. J. S. Bowles, W. B. Beebe, L. R. Banks, Hal de Forrest, vice-president of the United States Steel corporation; A. E. Eldridge, also of the steel company; P. B. Pape of the construction and repair division of the emergency fleet corporation; Captain George E. Bridgett, marine superintendent of the Swiftsure Oil company; James McKinly, formerly of the Columbia River Shipbuilding corporation and now consulting engineer for the Swiftsure Oil company; James French, chief surveyor for America for Lloyd's Register of Shipping; Walter Lang, surveyor of Portland; A. H. Bryant and M. MacNaught of the American bureau of shipping, and Mrs. I. M. Whitcomb.

First of Seven Craft of Type.

The Swiftsure is the first of seven 12,000-ton tankers being built by the Northwest Bridge & Iron company for the Swiftsure Oil company. Three ways are being used in the construction of these vessels and the keel of the fourth tanker will be laid immediately on the ways left vacant by the launching of the Swiftsure.

The steamer Juneau and the barkentine Hawaii, loading at the Inman-Poulsen mill directly across the river from the ship building plant, were moved away from their berths before the launching in case the Swiftsure's anchors should fail to hold her, but this precaution proved to be unnecessary, as the big tanker came to an easy stop in mid-stream.

W. H. LIBBY IS LAUNCHED

16-Year-Old Granddaughter of Late W. H. Libby Is Sponsor.

VANCOUVER, Wash Dec. 15.—(Special.)—The W. H. Libby, 12,000-ton oil tanker for the Standard Oil company of New Jersey, was launched at 12:30 o'clock today by the G. M. Standifer Construction corporation.

Miss Madge Libby, pretty 16-year-old granddaughter of the late W. H. Libby, after whom the tanker was named, acted as sponsor. She received what she said was "the most beautiful bouquet of roses I have ever seen." The sponsor's gift from the shipbuilding company was a platinum lyaaliere set with diamonds. Mr. Libby was formerly a director of the Standard Oil company.

In the launching party were Miss Madge Libby, her mother, Mrs. Frances D. Vickers; sister, Miss Mercedes Libby, Miss Florence Martin, Mrs. Arthur Penniman, all of New York, and Miss Clara V. Elliott, a cousin, of Baltimore. The party left Portland on the Shasta at 4 o'clock today, en route to California.

Sir James French of London, England, the head of Lloyd's Register of Shipping, also was present. Captain and Mrs. H. E. Mitchell, representing the Standard Oil company of California, were to have been there but were delayed.

The John Worthington, built for the same company, was launched November 15. She will be given a trial trip on the Columbia river tomorrow.

CALLS AT ASTORIA ASSURED

One Vessel a Month Allotted to Take Freight From Port.

THE OREGONIAN NEWS BUREAU, Washington, Dec. 15.—One ship a month will call at the port of Astoria for cargo of a minimum of 500 tons, Admiral Benson advised Senator McNary today. The calls will be made by vessels allocated to the Matson Navigation company by the shipping board.

Admiral Benson pointed out in his letter to Senator McNary that the amount of traffic named will not afford a profitable business, but says that the order is issued to help develop the port of Astoria, which it is hoped will increase this minimum as soon as possible.

SHIPBUILDERS WILL BE PAID

Claims of Wood Yards to Be Taken Up for Adjustment Soon.

THE OREGONIAN NEWS BUREAU Washington, Dec. 15.—Wooden-ship builders who have waited two years for an adjustment of their claims growing out of war contracts will be able to get settlements with the government without further delay. The shipping board has been refusing for almost two years to settle with the wooden-ship yards because it was held that additional legislation was required authorizing such action. At a meeting of the board today Commissioner Teal brought the matter up, arguing that the new Jones merchant marine act gives the board all the authority necessary to settle these claims.

MOUNT BERWYN LEAVES PORT

Foreign Steamer Clears for Panama Canal to Receive Orders.

The steamer Mount Berwyn of the Societe Generale de Transports Maritimes a Vapeur, represented in this country by Norton, Lilly & Co., left down from the Montgomery dock with a large shipment of wheat. The vessel cleared for the Panama canal for orders, and no final destination was named in her manifest.

Before coming to Portland the Mount Berwyn loaded a part cargo of general freight on Puget sound and at Vancouver, B. C.

An increase in the service of this line, which operates to French and Italian Mediterranean ports, to one sailing a month has been promised by Norton, Lilly & Co.

MOTORSHIP BOOBYALLA HERE

Vessel to Load 1,000,000 Feet of Lumber at St. Johns.

The motorship Boobyalla, under charter to Dant & Russell to carry lumber to the west coast of South America, arrived yesterday from Talara, Peru, and went to the St. Johns Lumber company's mill, where she will start loading at 8 o'clock this morning. After loading 1,000,000 feet here, the Boobyalla will proceed to Puget Sound to complete her cargo.

The motorship Culburra, which will take a full cargo of lumber from Portland to the South American west coast, is now due here from west coast ports.

Another Compass Station Started.

An additional navy radio compass station has been placed in commission at Eureka, Cal., according to the latest weekly bulletin of the hydrographic office. Its call letters are NPW, and position is latitude 40 degrees 41 feet 47 inches north, longitude 124 degrees 16 feet 29 inches west.

Port of Kelso Established.

KALAMA, Wash., Dec. 15.—(Special.)—By vote of the citizens of Kelso and vicinity, a port of Kelso was established Tuesday. Of more than 200 votes cast, only six were in opposition.

Marine Notes.

The steamer Cello, of the McCormick line, arrived up yesterday morning under command of Captain C. Clemenson, who has been her chief officer. Captain T. B. Tietjen, her regular commander, is taking a lay-off for the holidays. The Cello brought general freight from San Francisco and Los Angeles and was discharging yesterday at municipal terminal No. 2. She is expected to sail Saturday from St. Helens, where she will go to load lumber.

Arnie Arnesen, well-known steward and purser of the McCormick line steam schooner Klamath, has successfully passed his examinations for a second mate's papers and will join his vessel in that capacity on her next visit to Portland.

An obstruction to navigation consisting of five piles lashed together was reported November 5 off Ensenada, Lower California.

The steam schooner Frank D. Stout arrived in the Columbia river yesterday morning from San Francisco and went to Prescott to load lumber.

The North China liner Bearport left out from Astoria at 7:30 o'clock yesterday morning for Shanghai, Tsingtao, Taku Bar and Darien.

The Admiral line steamer Montague was reported to the Merchants' Exchange yesterday as arriving at Yokohama December 10 from Portland and sailing from Yokohama for Kobe December 12.

Perry Ottesen, general commissary of the Admiral line, Pacific Steamship company, was a business visitor in Portland yesterday.

The Charles Nelson line steamer Tiverton arrived at Albers dock No. 3 at 9 o'clock last night with general freight from San Francisco.

The steam schooner Ernest H. Meyer, after discharging freight from San Francisco, dropped down the river at 10 o'clock last night to Knappton to load lumber. She will complete her cargo at St. Helens.

Re-bunkering of the steamer West Apaum of the Atlantic, Gulf & Pacific Steamship corporation, was completed yesterday afternoon and she left down at 5 P. M., for Atlantic coast ports.

The steamer West Kedron, of the European-Pacific line, came up the Columbia river yesterday from Astoria to the Du Bois mill at Vancouver, Wash. She will complete her cargo in the local harbor.

Notice to Mariners.

Oregon—Umpqua river, Three-Mile light—Structure reported damaged and light temporarily discontinued December 11, will be replaced as soon as practicable.

Qaquina bay, Yaquina bar front light—Structure reported carried away and light temporarily discontinued December 12, will be replaced as soon as practicable.

Oregon and Washington—Columbia river—Lower Sands light, found extinguished December 12, was relighted same date.

Harrington Point gas buoy, 12—Found light extinguished December 11, was relighted same date.

Oregon—Columbia river, North channel to Harrington Point—The positions of the following buoys were changed December 3: Chanuel buoy, 3, moved 170 yards, 269 degrees, without other change; channel buoy, 5, moved 265 yards, 260 degrees, without other change; channel buoy, 7, moved 1050 yards, 289 degrees, into 16 feet of water, without other change.

Grays bay—Rocky Point buoy, 1, changed from third-class to second-class spar and moved 38 yards, 148 degrees, into 20 feet of water.

Prairie channel—Channel buoy, 14, established December 2, a third-class spar in 12 feet of water, marking turn in channel: Channel island, right tangent, 20 degrees (N. ¾ W. mag.); Long Island, right tangent, 105 degrees (E. ¾ N. mag.). Snag Island jetty light, 330½ degrees (N. W. ¾ W. mag.).

Corrected bearings:

Channel Buoy, 2.

Prairie channel light, 128 degrees (ESE. ¾ E. mag.).

Island mouth John Day river, left tangent, 195 degrees (S. ¾ E. mag.).

Tongue Point, tangent 299½ degrees (W. ½ N. mag.).

Channey Buoy, 6.

Harrington point range rear light, 22½ degrees (N. ¼ W. mag.).

John Day point, right tangent, 250 degrees (S. W. ½ W. mag.).

Prairie Channel light, 294 degrees (W. ¼ N. mag.).

Channel Buoy, 1.

Harrington Point range rear light, 14 degrees (N. ¾ W. mag.).

John Day point, right tangent 256 degrees (S. W. ¾ W. mag.).

Prairie channel light, 282 degrees (W. by S. mag.).

Channel Buoy, 3.

Snag island jetty light, 19½ degrees (N. ¾ W. mag.).

Point north side entrance to Blind slough, right tangent, 72 degrees (N. E. ¾ E. mag.).

Seal island, left tangent, 323 degrees (N. W. by W. ¾ W. mag.).

Channel Buoy, 10.

Long island, left tangent, 58 degrees (N. E. ¾ N. mag.).

Seal island, left tangent, 280 degrees (W. S. W. ¾ W. mag.).

Snag island jetty light, 357½ degrees (N. N. W. ¾ W. mag.).

Channel Buoy, 12.

Point north side entrance to Blind slough, right tangent, 77 degrees (N. E. ¾ E. mag.).

Seal island, left tangent, 240 degrees (S. W. ¾ S. mag.).

Snag island jetty light, 348 degrees (N. W. ¾ N. mag.).

Charts, 6151, 6152, 6100. Buoy list, 1920, p. 37.

Oregon and Washington—Columbia river. Clatsop spit buoy, 4, reported missing December 14, will be replaced as soon as practicable.

Washington—Columbia river, main channel. Peacock spit buoy, 9, established December 1, a second-class can in 30 feet of water marking entrance to Baker bay cutoff channel.

Entrance range front light, 91½ degrees (E.N.E. ¼ E. mag.).

Tank on south jetty, 146½ degrees (S. E. by E. mag.).

Cape Disappointment light, 338½ degrees (N. E. mag.).

Baker bay cutoff channel, Sand island buoy 2, established December 1, a third-class spar in ten feet of water marking edge of spit southwest of island, at south entrance of channel.

Entrance range front light, 95 degrees (E. N. E. ¾ mag.).

Tank on south jetty, 150½ degrees (S.E. ¾ E. mag.).

Cape Disappointment light, 326½ degrees (N. W. by W. mag.).

Washington—Puget sound, Lake Washington canal. Shilshole bay entrance buoy, 2, moved December 8, 125 yards 31 degrees from former position, without other change.

ROBERT WARRACK,
Superintendent of Lighthouses.

Tides at Astoria Thursday.

High.	Low.
4:08 A. M....7.7 feet	10:06 A. M...3.9 feet
3:22 P. M....8.0 feet	10:22 P. M...1.2 feet

Report From Mouth of Columbia.

NORTH HEAD, Dec. 15.—Condition of the sea at 5 P. M., smooth; wind, east, 18 miles.

SHIPPERS ARE TOLD TO USE U. S. SHIPS

Admiral Benson Says American Marine Needs Support.

RATES HELD ONE BENEFIT

Chairman Declares Low Charges Would Not Be Possible Without American Fleet.

A campaign to retain the exclusive patronage of American owned tonnage by American shippers was urged in a communication received by the Portland Chamber of Commerce yesterday from Admiral W. S. Benson, chairman of the United States shipping board.

The admiral referred to present traffic conditions and declared that they had evolved to such a point that it was imperative that American cargoes be carried in American bottoms, if the merchant marine of this countr was to succeed.

"Two things must transpire," declared theadmiral. "The volume of freight on profitable routes must be increased to meet the losses from competition on the unprofitable ones and American cargo must be kept out of foreign bottoms in order to prevent the foreign ships from conducting ruinous competition."

Five Reasons Are Cited.

The admiral declared that the present low ocean freight rates enjoyed by shippers are due to the American merchant marine and cited five reasons why it was important that the merchant marine of this country be allowed to succeed and develop. He cited a survey of Pacific coast ports for the week ended November 6, showing that 40 American ships entered during that period with 37,017 tons of cargo and 26 foreign ships with 15,526 tons. In the same period his table showed that 36 American ships cleared with 41,156 tons of cargo and 30 foreign ships with 21,737 tons of cargo.

"When you have investigated the statistics presented, together with the five points I have set forth, I believe you will join with me in doing everything within your power as an organization and as individuals to meet the critical situation now confronting American shipping," he declared.

Rates Due to American Fleet.

The five points given by Admiral Benson follow:

"That the low ocean freight rates enjoyed today by them are primarily due to the American merchant marine.

"That if it were not for the American merchant fleet, the foreigners would today be operating in combinations to control the ocean freight rates of the world and to place them at such figures as they should see fit.

"That if the American fleet did not exist today, foreign-owned tonnage would be used as a subsidiary to foreign-manufactured goods; and the American goods would enjoy the markets of the world after merchants and manufacturers of foreign countries had been given opportunity to supply the world's needs.

Capital Sent Elsewhere.

"That if the American merchant marine did not exist there would not be sufficient shipping to handle the world's trade in normal times and, consequently, the products of foreign countries owning the shipping would undoubtedly be preferred as cargo to the products of the United States, and

"That patronage given to foreign ships means the transfer of capital from this country and the creation of a second foreign debt such as existed before the late war, and, at the same time, the rendering unprofitable of a great investment made in shipping by the American people."

Pacific Coast Shipping Notes.

ASTORIA, Or., Dec. 15.—(Special.)—The steam schooner Daisy arrived at 1:15 today from San Francisco and began discharging cement here. She will go to Knappton to take on a full cargo of lumber.

The steam schooner Tiverton arrived at 8:05 this morning for San Francisco with freight and proceeded to Portland.

The motor schooner Boobyalla, which arrived at 12:15 this morning, was 20 days making the run from Talara, Chili, and encountered the severe gale off the California coast. The Boobyalla was built on Puget sound and was named after a river in Australia. She will take on lumber at St. Johns and then sail via Puget sound and San Francisco, picking up general cargo for the west coast of South America.

The steam schooner Oregon arrived at 6:30 last night from San Pedro and went to Rainier to load lumber.

Carrying a full cargo of lumber from St. Helens, the steam schooner Wahkeena sailed at 8 o'clock this morning for San Diego.

The motor schooner Oregon crossed out at 12:30 this morning for Nehalem bay, where she will load lumber. This is the second attempt of the schooner to make Nehalem. The former time she was out six days and made three ineffectual efforts to enter Nehalem, but was finally forced to return to the Columbia.

The steamer Bearport, with freight from Portland, sailed at 7:30 this morning for the orient.

The steam schooner Cello arrived at 9 o'clock last night from San Francisco with freight for Portland.

The steam schooner Frank D. Stout arrived at 4 o'clock this morning from San Francisco and went to Prescott to load lumber.

After taking on part cargo here for London, the steamer West Kedron shifted at 10 o'clock today to Vancouver, where she is to load lumber.

The loading of bulk wheat into the hold of the big British steamer Orca at the port terminals was begun at 1 o'clock this afternoon and a steady stream of grain began pouring into the vessel. Owing to the extreme height of the craft the electric conveyor has been lengthened so the loading can continue at any stage of the tide. The loading of the sacked grain will probably not be started for a couple of days.

Carrying lumber from the Hammond mill, the steam schooner Trinidad sailed at 5 o'clock tonight for San Pedro.

Laden with wheat from Portland, the steamer Haxtum sailed at 5 tonight for Italy.

GRAYS HARBOR, Wash., Dec. 15.—(Special.)—The steam schooners Hartwood and San Jacinto arrived from San Francisco at 11 o'clock. The Hartwood will load at the Bay City mill at Aberdeen and the San Jacinto at the E. K. Wood mill at Hoquiam.

COOS BAY, Or., Dec. 15.—(Special.)—The weather embargo on navigation was lifted today when the bar smoothed down and permitted crossing both ways.

The first vessel to take advantage of conditions was the Svea, a lumber schooner which came in at 9:45. The sailings included the Centralia at 1:55, Martha Buehner 2:30, Curacao 2:30 and Johanna Smith 3:05, all bound for San Francisco with lumber cargoes.

The Port of Coos Bay commission has received notification the screw digger for the new suction dredge will reach here next week. This will permit operation of the dredge by January 1, the commissioners said.

SEATTLE, Wash., Dec. 15.—(Special.)—While battling with a heavy southwesterly gale, the Seattle fishing schooner Mabel A was driven ashore in Steamboat bay, Noyes island, Southwestern Alaska, and will be a total loss, according to a cable message received in Seattle this evening from Ketchikan by the Fishing Vessel Owners' association. The master of the schooner and her crew, five men all told, reached shore safely and are in Ketchikan. The Mabel A sank following the stranding, according to advices from Ketchigan. The vessel was owned by Captain H. C. Hansen of Seattle. She left this port September 21 and had been fishing out of Ketchikan. The Mabel A was built in Seattle in 1912.

Action of the chamber of commerce in asking exemption from all but state taxes for vessels of 50 tons and over engaged in coastwise or foreign commerce was reiterated in the report of the commission on legislation, adopted by the trustees today. At present a ship registering from Seattle is subject to local and municipal taxes in addition to the state levy, while vessels registered from Oregon or California ports pay only the state tax.

Known in naval history as the steamship Zafiro, one of the colliers that formed part of Admiral George Dewey's fleet in the battle of Manila bay, the old steamship Bowler has been purchased by interests of Savannah, Ga., from Cuban interests for $26,000, according to advices received today. For several years the historic old vessel was laid up in Seattle, being owned at the time by the Chicago Junk company.

Completing a voyage which carried her completely around the world, the steamship Osaquick, of the Pacific Steamship company's shipping board fleet, arrived in Seattle last night and went to berth at the Grand Trunk Pacific pier. The vessel brought shipments of miscellaneous freight loaded in Philadelphia.

PORT TOWNSEND, Wash., Dec. 15.—(Special.)—The United States coast guard cutter Unalga, after taking on equipment and supplies here, sailed today for San Pedro, where she will make her headquarters during the winter.

Bringing only a part cargo, the steamer Providencia arrived this morning from Santa Rosalia. After receiving quarantine inspection she proceeded to Tacoma, where she will load for the Mexican port.

Captainu W. E. Trocman has been elected president of the Washington association No. 12, Masters, Mates and Pilots' association, with headquarters at Seattle. The association will hold memorial services on January 16 in honor of 29 members who died during the past year.

The United States destroyer No. 177 arrived this morning, proceeding to the Puget sound navy-yard at Bremerton.

TACOMA, Wash., Dec. 15.—(Special.)—Following an announcement that the steamer Effingham would take the place of the Sudbury and load lumber here for the east coast it is said now that the Sudbury will call for this cargo and the Effingham hold to her regular schedule. The Sudbury has about 700,000 feet of lumber to load at one of the Tacoma mills besides other freight for New York.

The Providencia, from Santa Rosalia, Mexico, arrived here tonight with a cargo of copper ore for the Tacoma smelter. The vessel will finish discharging tomorrow night or Friday and load a part cargo here and at down sound ports for Mexico.

The Silverado of the General steamship company line, which was expected to finish loading today and sail for Peru and Chile, may not get to sea from here until Friday. The steamer has considerable general freight and lumber to load.

The Hawaii Maru, of the O. S. K. line, shifted to Vancouver, B. C., this afternoon and will return here the latter part of the week to load outward cargo.

The Moerdyk of the Holland-American line and the Bakersfield of the European Pacific line will be due here tomorrow morning. The Moerdyk will be in port two days loading wheat.

Reports received by Dodwell & Co. state that upon the arrival at Tacoma of the Blue Funnel line steamer Ixion, December 22, the vessel will load her last cargo and depart for home. The vessel will be taken out of the trans-Pacific trade. The Ixion made a run across the Pacific this trip in just 12 days, one of the fastest passages this vessel has made from Japan to Puget sound. The place of the Ixion will be taken by the Protesilaus, which was loaded here at different times, during war days.

Arrangements are being made now for what is expected to be one of the largest gatherings of traffic and transportation men ever assembledf in the northwest at a banquet to be given at the Tacoma commercial club January 14. The purpose of the meeting will be to get the shippers and transportation men together for a better mutual understanding as to the needs of the times in the transportation situation of this section. L. C. Gilman, vice-president of the Great Northern railway; H. B. Earling, vice-president of the Milwaukee; George T. Reid, vice-president of the Northern Pacific, and Lieutenant-Governor-elect Coyle are expected to be on the programme of speakers.

Captain T. S. Burley of the Tacoma Tug & Barge company and Captain R. Smallied in the vote of the Washington association, No. 12, of masters, mates and pilots of America for the position of treasurer, according to returns received here today and they will flip a coin to see who gets the place. Each had 82 votes. Captain W. E. Trevorah was chosen president; Captain A. Harris of the tug Columbia, first vice-president; Captain E. N. Charlesworth, master of the Tillicum, second vice-president; Captain D. H. McGregor, chaplain; Captain C. F. Nagler, secretary; Captain W. H. Mangs, Captain J. W. Russell, Captain C. A. Woodley, trustees. Captain C. W. Hall will be delegate to the national convention at Washington, D. C., January 24.

The motor vessel Chaco, operating the Puget sound freight line between Seattle and Tacoma and Dupont and Olympia, expects to begin a new service, taking transcontinental freight from here to Olympia. Application has been made to the Milwaukee for the through rate, goods to be taken from the Milwaukee line here for the state capital.

Following a stormy voyage up the coast with the tug Rufus Wood in tow, the steamer Port Angeles of the Charles Nelson line, arrived in port from Port Angeles today. She is loading lumber here.

SAN PEDRO, Cal., Dec. 15.—(Special.)—After an absence of several weeks, the Alert, Eagle 40 and Tamaqe have returned here as their base. The Glacier will be due here tomorrow from San Francisco with provisions.

Officers and men of the submarine base are completing their plans for the monster Christmas party which will be given to the children of all of the officers and enlisted men stationed at the base or on vessels in port. Those officers and men who have no children are requested to bring one child who otherwise would have no Christmas party.

The steamer West Calera, which has been discharging here for the last few days, sailed for San Francisco this evening. The Delisle was another departure.

The Salina, after completing her cargo of oil, sailed for Manila.

SAN FRANCISCO, Dec. 15.—(Special.)—A busy time is expected on the lumber docks with the arrival of millions of feet of lumber which started moving today on schooners from Eureka, Coos Bay, Columbia river and Puget sound ports after more than a week's delay due to unfavorable weather. Six of these steamers left Eureka, while northern ports will swell the number to a score or more that will arrive here all as one fleet.

With the launching today of the destroyer MacDonough, the Union plant of the Bethlehem Shipbuilding corporation has constructed a total of 61 fighting craft of different types for the United States government since the outbreak of the war.

Mrs. Frank B. Anderson, wife of the president of the Bank of California, in the presence of a large number of attaches of the General Petroleum company and the Union Construction company, owner and builder, respectively, sponsored the future career of the 10,000-ton tanker Liebre today as the big oil carrier slid into the water at Oakland.

A varied consignment of Hawaiian products arrived here today on the Matson liner Wilhelmina from Honolulu. Many passengers also were aboard.

Repairs will be made by the freighter Sudbury at this port, officials of the Williams-Dimond company stated today. The Sudbury, with a partial shipment of Atlantic seaboard merchandise and freight, arrived here tonight at 6 o'clock from San Diego via San Pedro. The craft was delayed for several days on her run here from New York, due to a fire in No. 3 hold while the craft was off the Lower California coast. After repairs are made the vessel will proceed to northern ports to complete discharging.

It was reported today that the freighters West Ira and West Cadron, operated by the Robert Dollar Steamship company for the United States shipping board, may be turned back to the government shortly to be tied up with the rest of the disengaged fleet at Southampton bay, near here.

The Matson liner Maui departed for Honolulu today with freight and passengers.

Paul Rockey Doctors' President.

At the annual meeting of the City and County Medical society, held last night at the Portland hotel, officers for the ensuing year were elected as follows: Paul Rockey, president; E. B. McDaniels, vice-president; T. Homer Coffeen, secretary. The contest for the presidency was keen, with Dr. F. A. Kiehle and Dr. E. B. McDaniels going down to defeat in the balloting contest with Dr. Rockey.

An engineer has estimated that the three main rivers of British Guiana can be harnessed to develop 800,000-horse power.

BRITON WILL BE LINER

STEAMER ORCA TO BE CONVERTED AFTER THIS TRIP.

Vessel Which Carried First American Troops to War Will Be Finished as Intended.

ASTORIA, Or., Dec. 15.—(Special.)—The British steamer Orca which is loading more than 500,000 bushels of bulk and sacked wheat at the Astoria port terminals, was built at the Harland & Wolf yards in Belfast, Ireland, and is owned by the Pacific Navigation company, which is amalgamated with the Royal Mail Steam Packet company. The vessel's home port is Liverpool and she is a sister ship to the company's new passenger steamers, Orduna and Orbita.

The construction of the Orca, originally intended as a passenger liner, was stopped during the war and in 1918 the monster craft was temporarily converted into a troop ship, transporting the first contingent of American troops from New York to Liverpool and bringing back the first contingent of troops to this country, following the signing of the armistice.

During the past 12 months the Orca has been employed in the trade between Liverpool and the west coast of South America as a general carrier, awaiting orders to proceed to Belfast for completion as a passenger vessel, a work that will be done upon her return to England after this voyage.

The Orca has five decks and is a triple screw craft, being equipped with a combination of triple expansion reciprocating and central turbine engines, fitted throughout with electric pumps. She is 575 feet long, with 67.5 feet breadth of beam and 47 feet depth of hold. Her tonnage is 15,119 tons gross, 9449 tons net; her draft when fully loaded is 36 feet and four inches and cargo capacity is 18,200 tons deadweight, while her speed is 15 knots.

The Orca is commanded by Captain H. G. Davies and she carries a complement of 151 officers and men, including a purser and ship's surgeon.

Freight Steamers Are Burned.

SACRAMENTO, Cal., Dec. 15.—The freight steamers Weitchpec and Alviso, about 100 tons each, and owned by the Producers' Transportation company, burned and sank at the riverbank landing in the Sacramento river today, causing a loss estimated at $30,000. Neither ship carried any cargo.

Steamer Reported Lost.

GALVESTON, Tex., Dec. 15—The stern wheel steamer Russell Lloyd, out of New Orleans for Tampico, is reported lost at sea, according to information in marine circles here. The vessel was loaded on a barge and was in tow of the motorship Holden Evans.

Prince Rupert Is Refloated.

VICTORIA, B. C., Dec. 15.—Word was received here today that the stranded steamship Prince Rupert was floated at Swanson bay this morning.

Movements of Vessels.

PORTLAND, Dec. 15.—Arrived at 9 P. M., steamer Tiverton, from San Francisco; arrived at 10 P. M., motor schooner Boobyalla, from Talara; arrived at 5 A. M., steamer Oregon, from San Francisco; sailed at 2 P. M., steamer Mount Berwyn, for Mediterranean ports; sailed at 2 P. M., steamer Oleum, for Port San Luis; sailed at 5 P. M., steamer West Apaum, for Philadelphia.

TACOMA, Dec. 15.—Arrived—Steamers Port Angeles, from Honolulu; Providence, from Santa Rosalia.

Sailed—Steamers Windber, for Cuba; Queen, for San Francisco; Hawaii Maru, for Vancouver.

SAN FRANCISCO, Dec. 15.—Arrived, Wilhelmina, from Honolulu; Stockton, from Shanghai. Sailed, Madawaska, for Manila; Maui, for Honolulu.

SEATTLE, Wash., Dec. 15.—Arrived—Steamer Griffdu, from San Pedro via San Francisco.

Sailed—Steamer Admiral Watson, for San Diego via San Francisco.

SAN PEDRO, Cal., Dec. 15.—(Special.)—Arrived at 5 A. M., steamers Humboldt, from San Francisco; at 6 A. M., Wapama, from Portland; at 6 A. M., Georgina Rolph, from Tacoma; at 4 P. M., Flavel, from Astoria.

Sailed at 4 P. M., steamers W. S. Porter, for Gaviota; at 10 A. M., Admiral Dewey, for San Diego; at 6 A. M., Claremont, for Willapa; at 6 P. M., Humboldt, for San Francisco; at 5 P. M., West Calera, for San Francisco; at 5 P. M., Delisle, for San Francisco; at 6 P. M., Mukilteo, for San Francisco; at 5 P. M., Salina, for Manila.

ASTORIA, Dec. 15.—Arrived at midnight and left up at noon, motor schooner Boobyalla, from Talara; arrived at 2 and left up at 4 A. M., steamer F. D. Stout, from San Francisco; arrived at 8:05 and left up at 10 A. M., steamer Tiverton, from San Francisco; arrived at 1:30 P. M. steamer Daisy, from San Francisco; sailed at 12:30 A. M., power schooner Oregon, for Nehalem; sailed at 10:30 A. M., steamer Bearport, for North China ports; sailed at 9 A. M., steamer Wahkeena, for San Pedro; sailed at 10:05 A. M. and returned at 12:10 P. M., steamer Manzanita, from sea; left up at 11 A. M., steamer West Kedron, from San Francisco; left up at 10 last night, steamer Cello, from San Pedro; left up at 6:30 last night, steamer Oregon, from San Pedro.

SAN FRANCISCO, Dec. 15.—Sailed at midnight, steamer Daisy Putnam, for Portland.

BOSTON, Dec. 14.—Sailed—Steamer Artigas, for Portland.

YOKOHAMA, Dec. 10.—Arrived—Steamer Montague, from Portland; sailed December 12, steamer Montague, for Hongkong.

VANCOUVER, B. C., Dec. 15.—(Special.)—The Grand Trunk Pacific passenger steamer Prince Rupert, which was wrecked near Swanson bay, September 28, was successfully floated today,a cofferdam having been built about her. She will proceed under her own steam to Prince Rupert to drydock for repairs and will be in service again in the spring.

Fuel oil shortage is havinga serious effect in shipping circles here. The Canadian Highlander, completed at Wallace shipyards last week, finds it impossible to obtain a supply for her maiden voyage. It is probable that she will have to be changed to a coal burner until a more adequate supply of oil is obtainable.

The Canadian Pacific liner Empress of Asia is posted to sail for the orient Thursday afternoon.

The Canadian Australiasian liner Makura will sail for the Antipodes Friday morning, her fist passage south for six months.

The oil tanker Los Angeles arrived with 60,000 barrels for Union Oil company yesterday morning.

MADEIRA, Dec. 13.—Sailed—Steamer West Cahokia, for Lisbon.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

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

WAHKEENA, Columbia river for San Pedro, 216 miles south of the Columbia river.

CURACAO, Coos Bay for Eureka, 100 miles north of Eureka.

JOHANNA SMITH, Coos Bay for San Francisco, 335 miles north of San Francisco.

CAPTAIN A. F. LUCAS, towing barge 92, San Pedro for Vancouver, 825 miles from San Pedro.

ADMIRAL GOODRICH, Tacoma for San Pedro, 320 miles south of Cape Flattery.

WAPAMA, San Francisco for San Pedro, 210 miles south of San Francisco.

LURLINE, Honolulu for San Francisco, 914 miles west of San Francisco.

CHARLES WATSON, San Francisco for Seattle, Passing Tatoosh at 1:20 P. M.

YOSEMITE, San Francisco for Seattle, 52 miles from Seattle.

RESTORER, anchored Barclay sound.

ADMIRAL WATSON, Seattle for San Francisco, 90 miles from Seattle.

BELLBECK, Seattle for England via San Pedro, 44 miles south of Cape Blanco.

SAN DIEGO, Tacoma for San Pedro, 24 miles north of Cape Mendocino.

REDONDO, Raymond for San Francisco, 75 miles north of Mendocino.

ATLAS, Richmond for Ketchikan, 308 miles north of Richmond.

WEST TOGUS, Portland for San Francisco, 222 miles from San Francisco.

WEST NIGER, Hongkong for San Francisco, 800 miles from San Francisco at 8 P. M., December 14.

LURLINE, Honolulu for San Francisco, 1188 miles from San Francisco at 8 P. M., December 14.

HYADES, Port Angeles for Hilo, 1238 miles from Tatoosh at 8 P. M., December 14.

MANOA, San Francisco for Honolulu, 1849 miles from San Francisco at 8 P. M., December 14.

NANKING, San Francisco for the orient, 27 miles west of Honolulu at 8 P. M., December 14.

EASTERN MERCHANT, San Francisco for Honolulu, 1930 miles from San Francisco at 8 P. M., December 14.

RICHMOND, towing barge 95, Point Wells for San Pedro, 320 miles from Point Wells.

MAUI, San Francisco for Honolulu, 102 miles west of San Francisco.

VENETIA, San Francisco for San Diego, 83 miles south of San Francisco.

EMERY, San Pedro for San Francisco, 10 miles from San Francisco.

CLAREMONT, San Pedro for Willapa harbor, 220 miles from San Pedro.

EASTERN GUIDE, Mahukona for San Francisco, 400 miles from San Francisco.

WEST CAJOOT, San Francisco for Manila, 18 miles from San Francisco lightship.

WEST HENSHAW, Honolulu for San Francisco, 612 miles from San Francisco.

CAPE HENRY, Portland for San Francisco, 15 miles south of Columbia river.

PAWLET, Vladivostok for Portland, 173 miles from the Columbia river.

WINDBER, Tacoma for San Pedro, 50 miles south of Cape Flattery.

HOLLY, Honolulu for Seattle, 1440 miles from Seattle.

PARAISO, San Pedro for San Francisco, 105 miles south of San Francisco.

HAXTUM, Portland for San Pedro, 22 miles south of Columbia river lightship.

ADMIRAL EVANS, Seattle for San Francisco, 857 miles from Seattle.

E. D. KINGSLEY, Vancouver, B. C., and Blubber Bay, B. C., for San Francisco, abeam of Columbia river at 6 P. M.

PRESIDENT, San Francisco for Seattle, 252 miles south of Victoria.

BEARPORT, Portland for Shanghai, 129 miles west of Columbia river.

SISKIYOU, Aberdeen for San Pedro, 15 miles south of Columbia river.

FRANK H. BUCK, Gaviota for Lianten, 722 miles from Gaviota at 6 P. M.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Date.
Str. Pawlet	Kobe	Dec. 16
Str. Daisy Putnam	San Fran.	Dec. 17
Str. Elbergen	Hamp. Rds.	Dec. 18
Str. West Camargo	San Fran.	Dec. 19
Str. Steel Voyager	New York	Dec. 20
Str. Quillwark	San Fran.	Dec. 20
Str. M. C. Brush	San Fran.	Dec. 20
Str. Coaxet	Yokohama	Dec. 24
Str. Eldorado	New Orleans	Dec. 24
Str. Chas. H. Cramp	Philadelphia	Dec. 25
Str. Effingham	San Fran.	Dec. 27
Str. Meriden	W. C. S. A.	Dec. 31
Str. Eurydamas	Liverpool	Dec. 31
Str. West Holbrook	San Fran.	Jan. 5

To Depart From Portland.

Vessel—	For	Date.
Str. Sue City	San Fran.	Dec. 16
Str. Cello	S.F. and L.A.	Dec. 18
Str. Abercos	Orient	Dec. 18
Str. Eastern Sailor	U. K.	Dec. 22

Vessels in Port.

Vessel—	Berth.
Str. Abercos	Terminal No. 4.
Str. Arakan	Columbia dock.
M. S. Boobyalla	St. Johns mill.
Sch. C. S. Holmes	St. Johns mill.
Str. Cello	St. Helens.
Str. E. H. Meyer	Knappton.
Str. Eastern Sailor	Supple's dock.
Str. Frank D. Stout	Prescott.
Str. Imlay	Shell Oil dock.
Str. Juneau	Inman-Poulsen mill.
Bkt. Hawaii	Inman-Poulsen mill.
Sch. John W. Wells	Drydock.
Str. Rose City	Ainsworth dock.
Str. Tiverton	Albert dock No. 3.
Str. West Kedron	DuBois mill.
Str. West Nomentum	Terminal No. 1.

INCHES OF LAND AWARDED

Magnates' Quarrel Over Bit