# DRY SLEUTHS RAID TOWN, 57 ARRESTED

## 38 Saloons Searched; Invasion Climax of Wild Night.

## REGION RUM STRONGHOLD

### Prohibition Agents Heretofore Avoided Michigan Lumber, Fearing Threats of Shooting.

HURLEY, Wis., Dec. 28.—Hurley tonight was quieter and "drier" than it has been for many weeks following the "invasion" here today of 48 federal prohibition enforcement agents from Chicago, who raided 38 saloons and arrested 57 men.

Late today the prisoners, guarded by federal agents, were placed aboard two special coaches at Ironwood, Mich., across the river from here, and started for Ashland for arraignment before a United States Commissioner.

The raid followed a wild night at Hurley, during which liquor had been sold at bargain rates, ranging from 25 cents for moonshine whisky to 75 cents for well-known brands, it was said. Among those arrested were lumberjacks too paralyzed from liquor to realize what was happening.

Reports had reached prohibition enforcement headquarters at Chicago that prohibition agents would be shot if they attempted to make arrests in Hurley, a lumbering town of about 3500.

Although telephone messages from Chicago inquiring whether the raid had been made reached Hurley just ahead of the officers, the saloon men appeared not to have been warned. The liquor men were swept up very quickly. Some residents of Hurley said that the larger dealers had concealed some stocks and were believed to have their liquor locked in safes.

The raid was executed very rapidly, cleaning up most of the accessible places in less than an hour.

This camp town has been the center of anti-prohibition feeling for several months. Many of the lumberjacks are foreigners.

The smoldering resentment toward prohibition broke into flame in a battle here October 9, when prohibition operatives encountered bootleggers who lost contraband whisky estimated to be worth $85,000. One man was killed in the fight and another was seriously wounded.

Since that time, it is said, prohibition agents have avoided Hurley, waiting until complete preparations could be made to make a raid in force.

The whole district in this part of the north woods has been regarded by dry officials as a law-defying community. Reports that dance halls, saloons, gambling rooms and bootleg joints flourish openly, each one selling any kind of liquor obtainable, from moonshine whisky to Italian wine, have been numerous.

Opposition to any encroachment from outside took definite form, however, after the ambush in October. It was asserted that the bootleggers organized and issued a defi that the first prohibition agent to show himself in Hurley would be shot. They vowed, it was said, to keep Hurley "a man's town for real men."

Home brewing has become a prominent industry, according to residents of the town. Kentuckians driven from the hills of their own state by revenue agents are said to have migrated to this district and set up their stills.

The agents were armed and a number occasionally displayed their guns, but there was no marked resistance and not a shot was fired during the first three hours of the "invasion."

From the viewpoint of a surprise party, the affair was a complete success, federal agents agreed. While it was declared the saloon men had been "tipped off" last night, apparently no great quantity of liquor had been concealed, according to local citizens.

## REQUEST FOR MAN REFUSED

### Indicted Dry Officer Wanted by Wisconsin in Shooting Affray.

LANSING, Mich., Dec. 28.—Governor Albert E. Sleeper today denied the request of Wisconsin authorities for the extradition to Iron county, Wisconsin, of Leo J. Grove, chief prohibition enforcement officer for upper Michigan, and two of his assistants, indicted in Iron county on a charge of murdering John M. Chiapusio, alleged liquor runner.

Grove declared it was one of his men and not himself who killed John Chiapusio in a fight near Hurley when the agents encountered four automobiles carrying liquor the night of October 9.

## HURLEY LAUGHS AT SLEUTHS

### Liquor Sold 50 Minutes After Raiders Leave Town.

IRONWOOD, Mich., Dec. 28.—According to reports received tonight, Hurley is laughing over the raid today by federal prohibition enforcement agents.

Fifty minutes after 48 federal agents with 57 prisoners left for Ashland, Wis., moonshine liquor was sold in Hurley. Tonight, it was said, anyone who knew the ropes could buy liquor by the quart or case.

### Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

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

LANSING, San Luis for Vancouver, 120 miles from Vancouver, B. C.

SISKIYOU, San Pedro for Bellingham, 65 miles south of Columbia river.

STOCKTON, San Pedro for Shanghai, 226 miles from San Pedro.

FRANK H. Buck, San Pedro for Linnton, 440 miles from San Pedro.

OLEUM, Portland for Oleum, 135 miles from Oleum.

PORTER, Gaviota for Eureka, 476 miles from Gaviota.

EASTERN EXPORTER, Honolulu for San Francisco, 480 miles west of San Francisco.

HUMBOLDT, San Pedro for San Francisco, 110 miles south of San Francisco.

WABAN, Callao for San Francisco, 430 miles from San Francisco.

REDONDO, San Francisco for San Pedro, 60 miles from San Pedro.

SAN ARROW, San Francisco for Darien, 566 miles from San Francisco.

STEEL INVENTOR, New York for San Pedro, 640 miles southeast of San Pedro.

W. S. MILLER, Richmond for San Pedro, 55 miles from San Pedro.

CELILO, San Pedro for San Francisco, 18 miles west of Santa Barbara.

ADMIRAL SCHLEY, Wilmington for San Francisco, 125 miles from Wilmington.

EASTERN GUIDE, San Francisco for Hilo, 2156 miles from San Francisco.

MANOA, Honolulu for San Francisco, 72 miles from San Francisco.

MANOA, Honolulu for San Francisco, 359 miles from San Francisco, 8 P. M., December 27.

WEST NIGER, Hongkong for San Francisco, 528 Miles from San Francisco, 8 P. M., December 27.

NILE, San Francisco for orient, 834 miles west of San Francisco, 8 P. M., December 27.

WILHELMINA, San Francisco for Honolulu, 1729 miles from San Francisco, 8 P. M., December 27.

CHINA, orient for San Francisco, 623 miles from San Francisco, 8 P. M., December 27.

DEER LODGE, Jacksonville for Kobe, 499 miles west of Honolulu, noon, December 27.

W. F. HERRIN, Portland for San Francisco, 180 miles from Portland.

C. A. SMITH, San Francisco for Coos Bay, 27 miles north of San Francisco.

EL SEGUNDO, Portland for San Pedro, 833 miles from San Pedro.

STEEL INVENTOR, New York for Los Angeles, 640 miles south of Los Angeles.

PRESIDENT, San Francisco for Seattle, 120 miles north of San Francisco.

ADMIRAL FARRAGUT, Mazatlan for San Francisco, 433 miles south of San Francisco.

GOVERNOR, San Francisco for Wilmington, 30 miles south of Point Sur.

ARGULL, San Pedro for Santa Rosalia, 615 miles from Santa Rosalia.

STANLEY DOLLAR, New York for San Pedro, 580 miles south of San Pedro.

CHINA, orient for San Francisco, 305 miles from San Francisco.

WILLAMETTE, San Francisco for Portland, leaving San Francisco.

LANSING, Port San Luis for Vancouver, 360 miles from Vancouver, 8 P. M., December 27.

SISKIYOU, San Pedro for Bellingham, 270 miles north of San Francisco, 8 P. M., December 27.

ADMIRAL GOODRICH, San Pedro for Seattle, 855 miles north of San Pedro.

WAHKEENA, San Francisco for Grays Harbor, 73 miles south of Grays Harbor.

LYMANN STEWART, San Pedro for Seattle, 963 miles from Seattle.

HAWAII MARU, Seattle for Japan, 20 miles from Victoria.

CAPT. A. F. LUCAS, Port Orient for Ketchikan, 645 miles from Port Orient.

MARY LUCKENBACH, Seattle for San Francisco, 45 miles from Seattle.

JEFFERSON, south bound, Seymour Narrows, at 6 A. M., December 28.

ADMIRAL EVANS, Seattle for San Francisco, 7 miles from Seattle.

### Movements of Vessels.

PORTLAND, Dec. 28.—Arrived at 3:30 P. M., steamer Alaska, from San Francisco. Arrived at 7 P. M., British steamer Euryramas, from San Francisco. Arrived at 11 P. M., steamer J. B. Stetson, from San Francisco. Sailed at 5 P. M., steamer Klamath, for San Diego via San Francisco.

ASTORIA, Dec. 28.—Arrived at 5 and left up at 7:15 A. M., steamer Alaska, from San Francisco. Arrived at 9:55 and left up at 11 A. M., steamer J. B. Stetson, from San Francisco. Sailed at 11 A. M., steamer Herrin, for Gaviota. Left up at 8:30 A. M., steamer Eurydamas. Arrived at 11 last night, steamer West Keene, from Honolulu. Sailed at 7 last night, steamer West Camargo, for Australia via Puget sound.

POINT REYES, Dec. 28.—Passed at 8 A. M., steamer Eastern Sailor, from Portland for Immingham.

CRISTOBAL, Dec. 27.—Arrived—Dutch steamer Kelbergan, from Antwerp for Portland.

TATOOSH, Dec. 28.—Passed in at 8 A. M., steamer West Camargo, from Portland, for Seattle and Australia.

SAN FRANCISCO, Dec. 28.—Departed—President, for Seattle.

YOKOHAMA, Dec. 20.—Arrived—Arizona Maru, from Tacoma; Empress of Japan, from Vancouver.

KOBE, Dec. 23.—Arrived—Montcagle, from Vancouver, B. C.

LIVERPOOL, Dec. 26.—Arrived—Chincha, from Vancouver.

KOBE, Dec. 22.—Sailed—Empress of Russia, for Vancouver.

YOKOHAMA, Dec. 22.—Toyo Shashi Maru, for Seattle.

SEATTLE, Dec. 28.—Arrived—West Camargo, from Newcastle, Australia, via San Pedro; Meriden, from Honolulu; Queen, from San Diego via San Francisco.

Departed—Johan Poulsen, for San Francisco; Hawaii Maru, for Manila via Yokohama and Hongkong; Admiral Evans, for San Diego via San Francisco.

TACOMA, Dec. 28.—Sailed—Mukilteo, for San Francisco via Port Angeles.

SAN PEDRO, Cal., Dec. 28.—(Special.)—Arrived—Admiral Schley, from San Diego, 7 A. M.; Admiral Dewey, from Seattle, 10 A. M.; Redondo, from San Francisco, 6 A. M.; Helene, from Grays Harbor, 7 A. M.; Phyllis, from Tacoma, 6 A. M.; Celilo, from San Diego, 7 A. M.

Sailed—Admiral Schley, for Seattle, 10 A. M.; Celilo, for Puget sound, 6 P. M.; W. S. Porter, for Port San Luis, 3 P. M.; West Cayote, for San Francisco, 5 P. M.; West Cadron, for San Francisco, 6 P. M.

**Tides at Astoria Wednesday.**

| High. | Low. |
|---|---|
| 3:56 A. M....8.9 feet | 10:08 A. M...2.4 feet |
| 3:41 P. M....8.9 feet | 10:30 P. M...0.1 foot |

**Report From Mouth of Columbia.**

NORTH HEAD, Dec. 28.—Condition of the sea at 5 P. M., moderate; wind, southeast, ten miles.

## LAWMAKERS BACK GORDON

### Multnomah Delegation Votes Resolution of Confidence.

Members of the Multnomah legislative delegation adopted a "resolution of confidence" in Herbert Gordon, state representative at a meeting Monday night. The resolution, introduced by Representative McFarland, was adopted by unanimous vote.

The delegation stated in this resolution that Mr. Gordon was entitled to his seat by the fact that he had several thousand votes more than were received by his nearest opponent and that further he was a man of integrity and one of Multnomah county's ablest legislators.

Arguments in the case instituted to prevent Mr. Gordon from assuming his seat in the legislature, based on the fact that he was a candidate for two offices at one election, have been heard in the Marion county circuit court and the case taken under advisement.

### DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 28.—Maximum temperature, 53 degrees; minimum, 51 degrees. River reading at 8 A. M., 8.4 feet; change in last 24 hours, 0.2 foot fall. Total rainfall (5 P. M. to 5 P. M.), 0.81 inch; total rainfall since September 1, 1920, 21.20; normal rainfall since September 1, 18.63 inches; excess of rainfall since September 1, 1920, 2.57 inches. Sunrise, 7:53 A. M.; sunset, 4:33 P. M. Total sunshine, none; possible sunshine, 8 hours 40 minutes. Moonrise, Wednesday, 10:23 P. M.; Moonset, Wednesday, 10:27 A. M. Barometer (reduced to sea level) at 5 P. M., 29.92 inches. Relative humidity at 5 A. M., 92 per cent; at noon, 89 per cent; at 5 P. M., 88 per cent.

THE WEATHER.

| STATIONS. | Minimum temperature | Maximum temperature | Precipitation past 24 hours | Wind Velocity | Wind Direction | Weather. |
|---|---|---|---|---|---|---|
| Baker | 30 | 36 | 0.00 | .. | W | Cloudy |
| Boise | 30 | 36 | 0.10 | .. | NE | Cloudy |
| Boston | 22 | 38 | 0.00 | .. | NW | Clear |
| Calgary | 18 | 44 | 0.00 | .. | .... | Clear |
| Chicago | -4 | 12 | 0.00 | 20 | S | Cloudy |
| Denver | 22 | 54 | 0.00 | .. | SW | Cloudy |
| Des Moines | -8 | 24 | 0.00 | .. | SW | Clear |
| Eureka | 18 | 56 | 0.02 | .. | SE | Rain |
| Galveston | 34 | 46 | 0.00 | .. | SE | Clear |
| Helena | 24 | 50 | 0.00 | 12 | SW | Cloudy |
| Juneau | 36 | *38 | 1.20 | .. | SE | Rain |
| Kansas City | 8 | 40 | 0.00 | 16 | S | Clear |
| Los Angeles | 50 | 70 | 0.00 | .. | W | Clear |
| Marshfield | 48 | 54 | 0.98 | .. | S | Rain |
| Medford | 40 | 44 | 0.02 | .. | NE | Rain |
| Minneapolis | -12 | 16 | 0.02 | .. | S | Clear |
| New Orleans | 34 | 46 | 0.00 | .. | NW | Clear |
| New York | 34 | 36 | 0.00 | 20 | W | Clear |
| North Head | 48 | 48 | 0.68 | 10 | SE | Cloudy |
| Phoenix | 34 | 68 | 0.00 | .. | W | Clear |
| Pocatello | 22 | 36 | 0.00 | 20 | SE | Cloudy |
| Portland | 51 | 53 | 0.81 | .. | SW | Cloudy |
| Roseburg | 42 | 52 | 0.24 | .. | NE | Rain |
| Sacramento | 42 | 50 | 0.00 | .. | N | Cloudy |
| St. Louis | 6 | 28 | 0.00 | 28 | S | Cloudy |
| Salt Lake | 26 | 36 | 0.00 | .. | NW | Cloudy |
| San Diego | 50 | 70 | 0.00 | .. | S | Clear |
| S. Francisco | 46 | 54 | 0.00 | .. | NW | Cloudy |
| Seattle | 50 | 52 | 0.12 | 10 | S | Cloudy |
| Sitka† | 34 | .. | 1.86 | .. | SE | Rain |
| Spokane | 38 | 44 | 0.00 | 14 | SW | Cloudy |
| Tacoma | 50 | 52 | 0.44 | .. | SW | Cloudy |
| Tatoosh Isd. | .. | 48 | 0.00 | 14 | S | Rain |
| Valdez† | 16 | .. | 0.10 | .. | NE | Cloudy |
| Walla Walla | 46 | 52 | 0.50 | .. | SW | Cloudy |
| Washington | 34 | 34 | 0.00 | .. | N | Clear |
| Winnipeg | -34 | 12 | 0.40 | .. | NW | Pt. cloudy |
| Yakima | 24 | 46 | 0.00 | .. | NE | Pt. cloudy |

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Rain; southwesterly winds.

Oregon and Washington—Rain; fresh southwesterly winds.

# VESSEL WILL HAVE ICE-MAKING PLANT

## Shipping Board Promises to Furnish New Equipment.

## MORE TRADE EXPECTED

### General Steamship Corporation to Get Refrigeration Space on One Steamer.

The shipping board in Washington has agreed to equip one of the big freighters in the Australasian service of the General Steamship corporation with refrigerated space, according to advices received here from San Francisco, where the headquarters of the company are situated. Which one of the four vessels will thus be modified has not been learned, nor the extent of the refrigeration space, though it is understood that the alteration will be in the nature of an experiment, and will be tried out at first in only one hold.

The four shipping board vessels operated by the General Steamship corporation in the run from Pacific coast ports to Australia and New Zealand are the West Camargo, West Holbrook, West Mahwah and Las Vegas. The West Camargo arrived on Puget sound yesterday from Portland with a part cargo of lumber and general freight and will complete her load there.

It was pointed out by shipping men that equipment of any of the vessels in this trade with refrigerated space would undoubtedly lead to a great increase in the volume of commerce in both directions. Butter, beef and mutton, the principal exports of Australia and New Zealand, cannot move into this section now except in cans, and similarly, the movement of fresh fruits from Oregon, Washington and California has been cut off from the Antipodes because of the lack of facilities to carry these products in their original state.

### STEAMER MERIDEN REROUTED

#### Cancellation of Heavy Freight Offerings Causes Change.

Cancellation of heavy freight offerings for the west coast of South America has led to the rerouting of the steamer Meriden of the General Steamship corporation, it was announced yesterday by J. G. Euson, Portland agent for the company. This vessel, which was reported Monday night as fog-bound off Tatoosh, will take her cargo from Puget sound and San Francisco instead of coming to Portland.

The next steamer of the General Steamship corporation to come here to load for ports of the west coast of South America will probably be the Depere some time in February.

### RADIO STATION ESTABLISHED

#### Vessels in Distress Off Washington Coast to Be Assisted.

SEATTLE, Wash., Dec. 28.—A United States naval radio station, designed to assist vessels in distress off the Washington coast, has been established aboard the government lightship anchored at Swiftsure banks, 15 miles northwest of Cape Flattery and the entrance to the straits of Juan de Fuca, it was announced today by the district communications superintendent at the Puget sound naval staiion.

Regular watches will be maintained in accordance with the government radio communications regulations and operators will listen in for five minutes at the beginning of each hour.

### Pacific Coast Shipping Notes.

SEATTLE, Wash., Dec. 28.—(Special.)—Scheduled to arrive here from Shanghai the first week in January, the Isthmian steamship line carrier Mobile City will unload a large cargo and take on heavy shipment of general freight for north Atlantic ports.

With a passenger list of 150 and a full cargo of freight loaded in Seattle and Tacoma the Osaka Shosen Kaisha liner Hawaii Maru sailed this morning for China, Japan and the Philippines.

The steamship Africa Maru, of the same fleet, is due in Seattle December 31 from posts in the orient and will sail January 18 on her return voyage for Japan, China and the Philippines. The steamship Alabama Maru of the Osaka Shosen Kaisha is due in Seattle January 11 from ports in the far east.

Bound for Victoria, B. C., to attend the launching of the four-masted barkentine Simon F. Tolmie, Carl Sunde, of the Sunde & D'Evers company, and Captain A. S. Ross, veteran sailing shipmaster, left Seattle this morning aboard the steamship Princess Victoria. The launching will take place from the Cholberg shipyards, Victoria, B. C.

The Ohioan is due in Seattle January 16. She sailed from Boston December 11 and from New York December 16. The Texan is due in Seattle January 31. She sailed from New York today and will leave Boston December 31. The Arizonan is due in Seattle February 15. She is scheduled to sail from New York January 12, and from Boston January 15. The Mystic is due in Seattle March 3. She is scheduled to sail from New York January 26, and from Boston January 29. The Sudbury, on her next voyage to Seattle, is scheduled to sail from Boston February 5, and from New York February 18, and is due in Seattle March 16. The Mexican arrived in San Pedro December 22, and is due in Seattle January 2. W. C. Dawson & Co. are Puget sound agents for the service.

GRAYS HARBOR, Wash., Dec. 28.—(Special.)—The steamer William H. Cramp, 9500-ton steel freighter, Captain James M. Woodhouse, master, which left the building ways recently at the William H. Cramp shipyards in Philadelphia, completed her maiden voyage late yesterday, lying up at the Wilson Brothers' mill for part of a cargo of 3500 feet of railroad ties to be unloaded at Philadelphia.

Captain Woodhouse believes he has established a speed record for a vessel of the freighter class; the voyage from Philadelphia to Grays Harbor being completed in 17 days and 22 hours. The vessel will load at Wilson Brothers, Eureka and Western mills. The loading, it is expected, will be completed by Saturday.

Captain J. Holversen, Pacific coast marine superintendent, for the Atlantic, Gulf & Pacific Steamship corporation, which owns the steamer, made the trip here aboard the Cramp.

PORT TOWNSEND, Wash., Dec. 28.—(Special.)—Arriving from Callao via Honolulu a few minutes too late for quarantine inspection, the steamer Mariden will remain here until sunrise tomorrow. After discharging and loading part cargo on Puget sound, she will shift to Portland to complete for the west coast. A member of her crew is suffering from pleurisy and will be placed in the United States marine hospital here.

With her hold filled with general freight and some few passengers, the Japanese steamer Hawaii Maru sailed this afternoon for the orient. Her cargo is one of the largest taken from Puget sound for some weeks.

In the service of the General Steamship company, the steamer West Camargo, after loading part cargo on the Columbia river arrived tonight, proceeding up sound, where she will complete for Australia and New Zealand.

VANCOUVER, B. C., Dec. 28.—(Special.)—The steamer Suwa Maru, of the Nippon Yusen Kaisha line, arrived today from the sound to load 1500 tons for the orient.

The Vancouver harbor board revenues for the present year has been approximately $300,000. The new cargo tax, which went into force August 1, is bringing in $13,000 monthly.

The Toyama Maru will call early tomorrow for Puget sound to complete discharging cargo. She will return to Vancouver to load out on January 11.

The steamer Hayden is completing lumber cargo at Genoa Bay. She cleared from Vancouver last night with more than 3,000,000 feet for England.

An experimental shipment of shrubs from Holland via the Panama canal to local consignees has proved a complete failure owing to climatic conditions in the tropics.

The Sandheads lightship is out of commission, having been rammed by a tug and two scows. She will be repaired at Victoria and a gas buoy will be placed on the shoal temporarily.

SAN PEDRO, Cal., Dec. 28.—(Special.)—Five sailors of the steamer West Cadron were arrested this morning by local police charged with violating the Volstead act. The men comprised the engine room crew of the steamer, which arrived yesterday from oriental ports. The sailors were observed carrying a suitcase on one of the downtown streets in the early morning hours. When questioned they said they were strangers in San Pedro. The vague answers aroused the suspicions of the police, who, upon investigation, found the cases filled with whisky. They admitted paying $1.25 a quart for the liquor in Shanghai and expected to receive $20 a quart here.

Local steamboat inspectors reported today that the steamer Pansa, now discharging 4000 tons of sulphur from Sabine, Tex., has a warp between decks, but will be able to proceed to San Francisco for repairs. The steamer West Cayote has a strained thrust bearing and also will be repaired in San Francisco.

The steamer Rotarian, now in port, in making her second trip around the coast of South America, touched for fuel. She loaded a cargo of lumber in Puget sound for west coast ports and thence will touch at Chilean ports, afterward rounding the Horn and touching at east coast ports for coffee.

TACOMA, Wash., Dec. 28.—(Special.)—The Meridan of the General Steamship company line, which passed into the straits this afternoon, is due here tomorrow morning to load lumber for west coast ports. The steamer has some general cargo to load also.

The Mukilteo was expected to shift to Port Angeles this evening to complete loading for San Francisco.

The Norwood from San Francisco may be in tonight or tomorrow morning.

The Queen was a San Francisco vessel scheduled for arrival this evening, but went in drydock down sound.

The San Diego from San Pedro is looked for here today or tomorrow. The vessel has not been reported for several days. She will load a full cargo of lumber for California.

In the Federal court here the fishing boat Defender of Hoquiam was libeled by the Auto Machine company. The libelants state that last June they performed work on the vessel and installed an engine, the entire amount coming to $1029.13, and to date no accounting has been made. They ask that the boat be sold to satisfy their claims.

The Africa Maru of the Osaka Shoshen Kaisha, in the Tacoma-Hongkong service, due at Victoria, B. C., Thursday evening, reports by wireless she will arrive at Tacoma Sunday or Monday morning.

Strong movement of railway ties from Tacoma to the Atlantic coast is now anticipated as one of the results of the lowering of the rate from $20 to $18 by the vessels plying in the coast to coast trade. The shipping board announcement of the cut in the rate made it effective at once and follows the cut in the lumber tariff 10 days ago from $25 to $22.50.

The steamer Effingham is now in port loading a cargo of ties for the Atlantic coast and Tacoma mills hope to obtain considerable of this business in the future under the new rate. The Pennsylvania railway has been one of the big buyers of ties from Washington mills and millions of feet have already gone east by water.

The Admiral Evans, with almost a complete cargo of Tacoma merchandise amounting to 1000 tons, sailed for San Francisco last night. This is the largest shipment carried south by any ship of the Admiral line for some time.

Tacoma shippers this week will have an opportunity for direct service from here to Australia and New Zealand through the coming of the West Camargo of the General Steamship company. The vessel left Portland for Puget Sound yesterday.

Completing her cargo of flour the Boobyalla is taking on lumber. She is expected to complete loading to get away Thursday.

SAN FRANCISCO, Dec. 28.—(Special.)—With the arrival here tomorrow of three trans-Pacific liners and the departure of a similar number of offshore passenger steamers, it will mark one of the busiest day's in local shipping circles witnessed in several months. In addition to the passenger vessels arriving and departing there are six freighters listed to arrive from different ports of the world.

Two tankers under operation and owned by the Standard Oil company will leave this port tomorrow carrying their first shipments of oil since they were built. The vessels are the W. S. Miller, 10,000 tons, and the John Worthington, of the same tonnage, built at the G. M. Standifer yards in Portland. The Miller will leave for San Pedro to load gasoline for Seattle and other northern ports. With 80,000 barrels of gas oil, the Worthington will leave for New York.

The British steamer Waitemata, Captain Norton, put in from Vancouver, B. C., this morning to finish loading for New Zealand in the Union line service.

Fair year-end weather continued today. Light northeast winds prevailed along the coast and the sea was calm.

Thirteen of the coastwise lumber carriers are at present tied up, according to reports received in shipping circles. While several of the vessels are undergoing repairs, virtually all of the steam schooners here have been taken out of service for the present, due to the shutting down of northern lumber mills. Vessels of the lumber fleet laid up or undergoing repairs in local shipyards are the steam schooners Fort Bragg, Annette Rolph, Georgina Rolph, Paralso, Hoquiam, Tahoe, Johanna Smith, Chehalis, Fred Baxter, G. C. Lindauer, Multnomah, Rosalie Mahoney and San Mateo. Outside of the craft on drydocks at bay shipyards or repairing the rest of the fleet is tied up at various points about the bay.

In command of Captain J. H. Dawson, the Oceanic liner Ventura proceeded out today for Sydney and way ports with passengers and cargo.

J. Marcovitch, representing the Admiral line, will arrive here tomorrow after a tour of Indo-China in the interests of his company.

ASTORIA, Or., Dec. 28.—(Special.)—The tank steamship El Segundo after discharging in Astoria and Portland sailed at 2:55 today for California.

The steamer Alaska arrived at 4 o'clock this afternoon from San Francisco, bringing freight and passengers for Astoria and Portland.

The steamer West Camargo, with part cargo from Portland sailed at 8:15 last night for Australia via Puget sound.

After discharging fuel oil in Portland, the tank steamer Wm. F. Herrin sailed at 11 o'clock this morning for California.

The steamer West Keane arrived at 8:30 this morning from Honolulu, and is taking on cargo at the local terminals for that port.

Bringing general cargo for Portland, the steam schooner J. B. Stetson arrived at 10:30 this morning from San Francisco.

To load lumber at the Hammond mill, the steam schooner Trinidad arrived at 9:30 today from San Pedro.

After being fumigated here, the British steamer Eurydamus left at 8 this morning for Portland with part cargo from Glasgow.

The schooner C. S. Holmes, lumber laden from Portland for Callao, shifted to the local harbor at 11 o'clock today. She will probably sail tomorrow.

ASTORIA, Or., Dec. 28.—(Special.)—The Port of Astoria commission at its meeting today issued a call for bids for the sale of $500,000 in 10-year, 6 per cent port bonds.

A short time ago the port sold a $500,000 issue to P. W. Chapman & Co., of Chicago, at 97 cents. These bonds were to have been delivered within ten days, but owing to the failure of the report of the bond attorneys on the legality of the issue to arrive, the delivery could not be made on time and the contract was declared void.

This opinion sustaining the validity of the issue has now arrived and the commission is accordingly asking for new bids, all the leading bond buyers having been notified.

Reports submitted at this morning's meeting showed that during the present season a total of 1,075,000 bushels of wheat have been received at the port terminals and 910,195 bushels have been shipped, leaving 164,805 bushels still in storage.

Expressing the thanks of the officers and crew of the steamship Orca to the citizens of Astoria for the hospitality extended them while in port, a wireless message was received by Mayor Bremner this morning from Captain H. G. Davies, master of the big craft. The message said:

"Mayor of Astoria: Captain, officers and crew of the steamship Orca wish to thank the people of Astoria for the great kindness and hospitality shown them during their stay in your port.

"DAVIES, Master."

COOS BAY, Dec. 28.—(Special.)—The steamer Curacao was the only arrival in port today, arriving from Portland this afternoon at 4:15. She will proceed to Eureka tomorrow.

# BIG TRADE URGED ON STATE CHAMBER

## Overseas Expansion Viewed at Annual Session.

## MANY SPEAKERS HEARD

### Development of Manufacturing and Domestic Business at Same Time Also Discussed.

How Oregon may expand its commerce overseas and at the same time develop its domestic and manufacturing business was detailed before members of the Oregon State Chamber of Commerce, in annual session in the Oregon building, yesterday afternoon. That the opportunities along these lines are immense and only await the action of the people of the state in seizing upon them and turning potentiality into actuality, were the declarations of J. Fred Larson, who spoke upon the foreign commerce subject, and by A. G. Clark, whose address covered the field of Oregon industries.

"It is perfectly ridiculous," said Mr. Larson, "for a little town about the size of Eugene, 'way over in the Baltic regions, to be sending in such articles as clothespins by the carload lots for Oregon people to buy, when we have all the wood necessary to make them ourselves; but their enterprise is a demonstration of what Oregon manufacturers may do—and we should learn our lesson from it.

**California Labels Used.**

"I found, upon a recent trip abroad, many lines of Oregon produce being marketed in Europe under California labels. I investigated and made certain of this myself, so it is no guesswork with me. I found our prunes, our apples and peaches being sold over there as from our neighboring state to the south. Now, we have all of the opportunities in the world to go into those markets with our goods under our own label. I appeal to the secretaries here to spread this gospel in their communities and help to develop our foreign commerce."

"What would happen should you and I—all of Oregon's people—demand Oregon-made products all of a sudden and insist upon having them?" queried Mr. Clark, who is manager of the Associated Industries of Oregon. "Why, it would mean more work for our people, more money for our manufacturers and everyone else in the state and more business for our merchants. I have but recently returned from an extensive trip through the east, and I tell you emphatically that they cannot compare with us in manufacturing first-class products, for we have better materials, better workmen and better working conditions. Any who wish materially to help upbuild this city and state may do so by demanding and getting Oregon-made goods."

**St. Helens Man Is Speaker.**

In the absence of R. L. Schee of Prineville, who was to have discussed the problem of "How to Colonize Our Large Holdings," C. L. Wheeler of St. Helens spoke. He explained the importance of this feature of the state's development, and following his speech there was a general discusssion.

Sessions of the meeting began yesterday morning at 10 o'clock, when Charles Hall of Marshfield, president of the organization, delivered his annual address. This was followed by committee appointments and announcements, and addresses by W. D. B. Dodson on "City and State"; "Northwest Rivers and Harbors Congress," Alfred A. Aya; "The Governors' Conference," Governor Olcott; "Policy of the State Public Service Commission," Fred G. Buchtel, and "Road Programme for 1921," R. A. Booth.

**Freight Cut Benefit Seen.**

Mr. Dodson emphasized the vast good that will result to Portland and the entire state by reason of the recent lowering of freight rates. Mr. Aya stressed the necessity of improved rivers and harbors. Governor Olcott asked for co-operation of the chambers of commerce in working out a solution of the Crater lake problem. Mr. Buchtel explained that it will be impossible to get new factories and industrial plants here until such time as it is possible to work out a means of granting to those already established sufficient returns on investment to warrant further additions. Mr. Booth outlined the road-building programme for next year and predicted that within the next decade $100,000,000 will be expended on the state's highways.

County roads were discussed by J. F. Phy, La Grande, and the forest-road programme for 1921 was set forth by Philip H. Dater.

At 9 o'clock this morning the session will open with an address by W. A. Reid, manager of the Marshfield chamber of commerce, on "Problems of a Secretary." He will be followed by T. L. Stanley, manager of the Klamath county chamber of commerce. Others on today's programme include J. O. Holt, Eugene, on "Marketing Oregon Products"; Whitney L. Boise, Portland, "Reclamation"; Fred N. Wallace, president of the Oregon Irrigation congress; J. W. Brewer, field secretary of the Oregon state chamber of commerce; J. Roy Raley, Pendleton, "The Problems of a Farmer," and Paul V. Maris, director of the Oregon Agricultural college extension work.

Resolutions will be reported to the meeting at 3 o'clock this afternoon and at 3:30 the election of directors will take place. The afternoon's session will conclude the work.

### Hospital Ship Joins Navy.

PHILADELPHIA, Dec. 28.—The hospital ship Relief, launched December 23, 1919, was commissioned as a unit of the navy today at the Philadelphia navy yard. It is the first vessel of its kind to be constructed expressly for naval high seas maintenance and operation. The Relief is one of the two largest ships ever built at the navy yard, and is said to be the best equipped hospital ship in the world. The vessel has a bed capacity for 800 patients.

### Port Calendar.

**To Arrive at Portland.**

| Vessel— | From— | Date. |
|---|---|---|
| Str. Sudbury | N. Y. & S. F. | Jan. 2 |
| Str. Effingham | Seattle | Jan. 4 |
| Str. Steel Voyager | Vanc'r, B. C. | Jan. 5 |
| Str. Orient City | U. K. | Jan. 7 |
| Str. Yalza | Philadelphia | Jan. 10 |
| Str. Steel Inventor | New York | Jan. 11 |
| Str. Mexican | N. Y. & S. F. | Jan. 12 |
| Str. Anyo Maru | San Fran. | Jan. 13 |
| Str. West Isleta | Phila. | Jan. 20 |
| Str. Tokuyo Maru | Orient | Jan. 22 |
| Str. Ohioan | N. Y. & S. F. | Jan. 24 |

**To Depart From Portland.**

| Vessel— | For— | Date. |
|---|---|---|
| Str. Eibergen | Europe | Dec. 28 |
| Str. Brush | Phila. | Dec. 30 |
| Str. West Nomentum | Orient | Jan. 2 |

**Vessels in Port.**

| Vessel— | Berth. |
|---|---|
| Str. Alaska | Ainsworth dock. |
| Str. Brush | St. Helens. |
| Sch. C. S. Holmes | St. Johns mill. |
| Str. Coaxet | Terminal No. 4. |
| Dr. Col. P. S. Michie | Pac. Mar. Iron Wks. |
| M. S. Culburra | St. Johns mill. |
| Str. Eibergen | North Bank dock. |
| Str. Eurydamas | Albers dock No. 3. |
| Bkt. Hawaii | Inman-Poulsen mill. |
| St. J. B. Stetson | Couch-street dock. |
| Sch. John W. Wells | Peninsula mill. |
| Str. Pawlet | Terminal No. 4. |
| Str. Quillwark | Columbia dock. |
| Str. West Keats | Drydock. |
| Str. West Nomentum | Terminal No. 1. |
| Str. Yellowstone | Westport. |

# CARRIER MAKES RECORDS

### CHARLES H. KRAMP VOYAGES SWIFTLY FROM ATLANTIC.

### Vessel Rounds Panama Canal to San Diego From Philadelphia in 16 Days and 2 Hours.

HOQUIAM, Wash., Dec. 28.—(Special.)—With what is believed by marine men to be two records in speed officially recorded, the freighter Charles H. Kramp, 9500 tons, Captain James M. Woodhouse, arrived yesterday afternoon on her maiden voyage from Philadelphia to load 3,500,000 feet of railroad ties at the Grays Harbor, Eureka, Wilson and Western lumber mills. The vessel rounded Panama canal to San Diego from Philadelphia in 16 days and two hours and came from San Francisco to Grays Harbor in 44 hours.

The Charles H. Kramp is the fourth vessel of the Atlantic, Gulf & Pacific Steamship corporation to be sent to the Pacific coast. She will be followed in a short time by the Cape Romain and the Liberator, both of which at present are loading for this coast, the Romain at Mobile and the Liberator at Baltimore. The company has established a regular line between Philadelphia, Baltimore and San Francisco, and will send its boats to other Pacific ports where cargoes are provided.

Equipped with 3500-horsepower, quadruple-expansion engines, four Scotch boilers, each heated by three furnaces, and a wireless capable of carrying on conversation at 3000 miles, the big freighter is one of the most modern and elaborately fitted ever seen on the coast. Captain Woodhouse said the vessel made 100 miles on 90 barrels of oil with ease, which is said to be remarkable for this type of freighter.

## SYMPATHY STRIKE UNLIKELY

### New York Boatmen Not Supported by Other Unions.

NEW YORK, Dec. 28.—Members of the Masters,' Mates' and Pilots' association and of the Marine Engineers' association will abide by the wage scale agreement signed last week and will not join the harbor boatmen's union in the strike called for January 1, officials of the two organizations declared tonight.

Allen C. Howells, president of the masters,' mates' and pilots' union, said his organization signed the agreement with the independent towboat owners last week after arbitration of the men's demands and the agreement will remain in force until December 31, 1921.

Speaking in behalf of the marine engineers, James Moran, assistant business manager, said that organization also signed the agreement and will abide by its terms, even though the boatmen's strike results in non-union men being employed in place of strikers.

## AID IS SENT STEAMER BALI

### Java-Pacific Vessel Reports Tail Shaft Broken Abaft.

SAN FRANCISCO, Dec. 28.—Wireless reports to the marine department of the San Francisco chamber of commerce today said the Matson Navigation company's steamer