stator, of the Atlantic-Gulf & Pacific Steamship company, arrived at the terminal at 5:30 A. M., found every aden for the orient, moved away to oil docks and the Liberator

This shift filled the terminal again. and the steamer Virginian, which was on her way up the river last night, will have to suchor in the stream or

of the terminal will provide berthing

Norway. due from California with fuel oil is expected that the motorship goes to Portland. vill finish discharging this morning and surrender her berth to the teamer Virginian, of the United American lines intercoastal service The Walter A. Luckenbach should finish her cargo today and leave room

Liebre arrived this morning from Port San Luis with a cargo of oil for discharge at Everett.

fort of mooring space occupied, and dropped her hooks. Later in the day the steamer West Nomentum, fully laden for the orient moved away to see the court harbor, and which was raised with considerable difficulty 16 days later, has been placed on the drydock of the Los Angeles Shipbuilding & Drydock company for hull, examination.

News of the resignation of Captain John Ansell as master of the steamer Wilfaro was received here today, where Captain Ansell is well known. The captain formerly was one of the United States steamboat inspectors here.

puils out.

Extension is Planned.

Extension is Planned.

It was because of the recurrence of incidents such as these that the dock commission resolved a short time ago extend terminal No. 1 to include the former site of the Williamette Iron is facely works plant and to proceed as spidly as possible to the completion the enlargement.

The answer is answer in the captain formerly was one of the United States steamboat inspectors here.

Captain Harry Struthers of the firm of Struthers & Barry, made a visit here yesterday. The captain is seeking oriental service for the five 11,500-ton steamers built in local yards and allocated to Struthers will in local yards and allocated to Struthers of the Williamette Iron the trade routes originated by the defunct Los Angeles & Pacific coast and oriental ports.

Assembly Associated for San Prancisco, 375 miles from Seattle visit in local yards and allocated to Struthers of the five 11,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 13,500-ton steamers built in local yards and allocated to Struthers of the five 14,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 13,500-ton steamers built in local yards and allocated to Struthers of the five 14,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 12,500-ton steamers built in local yards and allocated to Struthers of the five 14,500-ton steamers built in local yards and allocated to Struthers of the five 15,500-ton steamers built in local yards and allocated to Struthers of the

At the face of the dock at terminal No. 1 yesterday morning were the steamer Walter A. Luckenbach of the Luckenbach intercoastal service, and the West Nomentum of the Columbia-Pacific Shipping company's North China line.

West Kader Repairing.

In the slip alongside the dock were the steamer West Kader, also of the North China line, and the Swedish motorship Pedro Christophersen of the Johnson line. The Walter A. Luckenbach was loading for New York and Philadelphia, the West Nomentum was taking the last of a general carge for the orient, the West Kader was repairing after discharging cargo from the orient, and the Pedro Christophersen was discharging a large shipment of print paper.

The Johnson line last of a general carge for the orient, and the Pedro Christophersen was discharging a large shipment of print paper.

The sevening from San Pedro and San Francisco.

Bringing a cargo of fuel oil, the tank steamer T. A. Moffett arrived this mornal and went to Portland.

The Japanese steamer Salkal Maru, after being fumigated here, left this morning for Westport to load lumber.

The Japanese steamer Kurcha Maru, after being fumigated here, left this morning for Westport to load lumber.

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The Japanese steamer Salkal Maru, after being fumigated here, left this morning for the

The Norwegian steamen Luise Nellsen fill be due tonight from Cardiff, via San rancisco. She is to load for the orient. The lank steamer Frank G. Drum is

Pedro.

The steam schooner Davenport departed last night for San Pedro with 923,000 feet of lumber from Prescott.

Captain Wicklund of the Point Adams coastaged crew received instructions from San Francisco today to warn all vessels bound for Alaska or the orient that a severe gale is raging off the Alaskan peninsula and should reach the Washington coast about Friday.

const January 15 the North Atlantic estern Steamship company's refriger-ship Neponsett is due from the Attach and the coast and will take British Columbia as and fish to the Atlantic markets as and fish to the Atlantic markets, but to the form the Juneau of the Atlantic markets as and fish to the Atlantic markets and fish to the Atlantic markets as and fish to the fish to the fish to the fish to the Atlantic markets as and

CRAFT AWAIT BERTH

AT TERMINAL NO.

Ithe orient, but considers rates too low on the Pacific coset United Kingdom service.

In the Pacific service of the Nippin service of the Nippin service of the Nippin service.

In the Pacific coset United Kingdom service.

In the Pacific service of the Nippin ser ful trip.
With cargo from the east coast, the freighter Felix Taussig arrived here today to Struthers & Barry.

Ship Reports by Radio.

America.)

Positions reported at S-P. M. yesterday, unless otherwise indicated, were as follows:
MARTWOOD, San Francisco for Grays six steamers.
Harber, 118 miles south of Grays Harbor, SISKIYOU, San Pedre for Bellingham, 149 miles south of Columbia river.
MILITNOMAH, San Francisco for Evergit. 180 miles from Everett.

NOSE, anchored outside l'intimose harbor
PRESIDENT, San Francisco for Seattle
via Victoria, 325 miles from Seattle.
ROSE CITY, San Francisco for Portland, 144 miles from Columbia river.
PRANK G. DRUM. Monterey for Portland, 588 miles north of Monterey.
AVABON, San Francisco for Esymond,
24 miles from San Francisco.
SELMA CITY. San Pedro for Kobe, 280
miles west of San Pedro.
BROAD ARROW, Shanghai for San
Prancisco, 198 miles west of San Francisco.

WEST CALERA, San Pedro for San rancisco, 225 miles from San Francisco. R. J. HANNA, San Pedro for Richmond, Francisco, 235 miles from San Francisco.
R. J. HANNA, San Pedro for Richmond,
260 miles from Richmond.
HARRY LUCKENBACH, San Pedro for
Philadelphia, 806 miles south of San Pedro.
LA PLACENTIA, Port San Luis for Vancouver, 945 miles south of Vancouver.
HOLLYWOOD, San Francisco for Honoluiu, 626 miles southwest of San Francisco.
RICHMOND, Pert San Luis for Point
Wells, 641 miles from Point Wells,
SANTA CRUZ, Punts Arenas, 1008 miles
south of San Francisco.
SPRINGFIELD, Grays, harbor for San
Pedro, 80 miles south of Grays harbor.
CAPT, A. F. LHUAN, Portland for Richmond, 49 miles from San Francisco.
ATLAS, San Pedro, for Astoria, 97 miles
north of San Pedro.
KINDERDYK, form Southampton, 80
miles south of San Prancisco
ROBIN ADAIR, San Prancisco for San
STEEL WORKER, San Prancisco for
Portland, 60 miles north of San Pedro.
ADMIRAL EVANS, San Francisco for
Wilmington, 50 miles north of San Pedro.
ADMIRAL EVANS, San Francisco for
Wilmington, 50 miles pouth of San Francisco
CURACAO, Eureka fer San Francisco

cisco.

CURACAO. Eureka fer San Francisco.

125 miles north of San Francisco.

APUS. Cebu for San Pedro. 1500 miles south of San Pedro. 1500 miles south of San Pedro.

SIERRA. San Pedro for San Francisco. 165 miles north of San Pedro.

WEST CALESA. San Pedro for San Francisco. TIPPECANOE. 1700 from San Francisco. TIPPECANOE. from San Francisco for Manila. 1381 miles from San Francisco service, is expected to finish load at the Portland Flouring mills to

been navigating in the mosquite feet of that the newly purchased vessels will be used in the Puget sound-west coast of South America trade by Crowley & Mahones.

VANCOUVER, B. C., Dec. 14.—(Special) in the south of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the South of France, the steamer Mont Cervin of the Certific the South of France, the South of France and the Cady, and is berthed at the port for histh-class carse to be moved east rapidly. The steamer Manils Maru of the Ceasing Mont Cons of criental freights which as hipment of silk and other histh-class carse to be moved east rapidly. The steamer Manils Maru of the Ceasing Mont Cons of criental freights which the state of the San Antonio of the France and the Lady Kindersley.

Two ships that have been undergoing repulse here were floated again today. These are the San Antonio of the France American line and the Lady Kindersley belonging to the Hudson's Bay company, The steamer Month Constant Cervin of the Unrited American line is due in port on Frinay of this week to take 600 tons of wheat and 600 tons of general carse for the Unrited American line is due in port on Frinay of this week to take 600 tons of wheat and 600 tons of general carse of the Lurited American line is due in port on Frinay of this week to take 600 tons of wheat and 600 tons of general carse of the Certific the San Francisco has virued to the Certific the William Constant line and the Lady Kindersley and the Levinian will be tak

WILSON LINE STEAMER MAR-ING FIRST TRIP TO COLUMBIA.

Second Boat Owned by Company to Come to Portland Later on

The steamer City of Naples of the Ellerman's Wilson line will be due at Astoria tomorrow to load a parcel of lumber for continental ports. She will be the first vessel of this line to come to the Columbia river, but will not come up to Portland this trip. The line is represented here by Norton, Lally & Co., operating the Isbimian lines. A second steamer of the Wilson line, the British steamer Karonga.

The steamer Wanama of the McCormick of the lumber for continental ports. She will be the first vessel of this line to come to the Columbia river, but will not come up to Portland this trip. The line is represented here by Norton, of freight from Chinese perts and took out Lilly & Co., operating the Isthmian a part cargo of lumber from the Harvey dock. son line, the Britleh steamer Karonga, expected to reach the Pacific coast about the end of this month and will come to Portland if enough cargo can the six-masted schooner Oregon Pine.

Francisco and San Pedro.

The Steel Worker, another Isthmian line freighter, is scheduled to reach Portland Monday to load for the Ship Reports by Radio.

(Furnished by the Radio Corporation of Steel Seafarer, which will load for

the Atlantic.

Norton, Lilly & Co. expect to have six steamers loading at Portland during January. Three will take freight for the United Kingdom, two for the Atlantic coast, and one—the steamer Craston Hall—for gul; ports

SEARCH FOR SHIP FRUITLESS

Tokiwa Maru Arrives at Scattle

Five Days Late. SEATTLE, Wash, Dec. 14.—The steamship Tokiwa Maru arrived here today from Yokohama five days late as the result of a fruitless search for

a mysterious ship supposed to have been in distress. Shortly after leav-ing Yokohama, Captain K. Takano reported S. O. S. calls came from a vessel purporting to be the Dalgen Maru, giving her position as about midway between Yokohama and Hakodate. The Tokiwa Maru cruised about the

a ship No such craft as the Daigen Maru is listed in shipping registers,

Grain Elevator Filled.

The municipal grain elevator at terminal No. 4 was filled to its capacity again yesterday and the dock commission ordered further wheat shipments received there in sacks shipments received there in sacks stored on the pier to swait the resonwal of some of the grain from the clevator. Wheat coming to the elevator in bulk will be cared for by the for emoval of some of the sacked wheat from the storage space of the clevator tor to the pier. It is expected that the congestion at the elevator will be relieved by the loading of one of several steamers which are booked to take full or part cargoes there.

TATOOSH, are a M. Mundeita, for Columbia river.

SAN FRANCISCO, Dec. 14.—Arrived, so Wilhelmina, from Astoria; Woodarra (British), consideration of the clevator of the cl

coast in 1839. The only description given by the son is that the father was fond of hunting and trapping.

Marine Notes.

Departure of the Japanese steamer Erlo Maru from Westport for the orient was postponed yesterday until 10 o'clock this The Standard Oil company's tanker J.
A. Moffett arrived yesterday with a cargo
of oil for the gas company.
After discharging general freight from
San Francisco, the McCormick line steames Willamette dropped down to the West
Oregon mili to take a little lumber and
later in the day went to St. Heiens to
complete her cargo. aplete her cargo.

Movements, of Vessels.

SAN FRANCISCO, Dec. 14.—Arrived at show that the commerce clause of the constitution provided for equality be at San Diego; at 5 A. M., Woodarra (Brit, com Portland, for Europe, Salled at 10 M., Kinderdijk (Dutch), from Portland and Puget sound, for Rotterdam; at 10 M., Steel Worker, from New York, for portland.

CRISTOBAL, Dec. 12.—Salled, Pilar de arrinaga (British), from Portland, for famburg, Salled, Wilipolo, from New York and way ports, for Portland and way

PHILADELPHIA, Dec. 13.—Arrived, Henry S. Grove, from Portland. SAN DIEGO, Dec. 13.—Arrived, Myaticrom New York, for Portland, BALBOA, Dec. 12.—Sailed, Florenc Luckenbach, from New Orleans, for Pa offic ceast ports.

NEW YORK, Dec. 13.—Arrived, Pana-na, from Portland. SYDNET, Dec. 10.—Sailed, West Mah-wah, from Portland, for San Prancisco via Ionolulu and Newcastle.

TACOMA, Dec. 13.—Sailed at 3 P. M. Irginian, for Portland, from New York. TATOOSH, Dec. 14.—Passed out at 1 A. M., Mundelta, for Columbia river.

MERCHANT MARINE ACT HELD UNFAIR TO TERRITORY.

Arguments Presented to U. S. Su

Arguments Presented to U. S. Supreme Court; Discrimination in Favor of Seattle Charged.

WASHINGTON, D. C. Dec 14.—Alaska's protest against enforcement of the merchant marine ect of 1920, known as the Jones law. was presented to the supreme court today by Attorney-General Rustgard of that territory, in argument on the appeal brought from the decision of a territorial court holding the act constitutional.

He declared that the act was discriminatory against Alaska and in favor of Seattle, and if enforced would compel the territory to conduct all its business with that port.

Merchandise shipped from the U. S. Suther committee, differed with Mr. Wood arguing that the plan proposed would result in less uncertainty for business and evaluation in Europe and the changing values of currencies abroad. Senator Smoot teak exception to tariff rates in some such manner as suggested by the president.

In a statement read to the committee, Mr. Wood suggested in effect that the entire wool achedule in the Fordney bill be rewritten on the old grease basis instead of on the basis of the clean scoured content and that higher compensatory rates be granted on manufacturers association to revive the wool schedule. By having ad valorem rates instead of specific rates.

Phone your want ads to The Ore-lean valuation plan as "the only gonian. Main 7070. Automatic 560-95.

Merchandise shipped United States to Alaska by Canadian rail and water lines is subject to confiscation while goods proceeding by Canadian rail and water routes to Seattle and other ports in Pacific coast states have no penalty imposed

on them, he said. Mr. Rustgard referred to decisions of the supreme court holding that Alaska was a part of the United PORTLAND, Dec. 14.—Arrived at 3.

M., Annette Rolph, from San Francisco; at 3:30 A. M., Liberator, from Baltinore; at 5:45 P. M., Sweden Maru (Jap), from Barry, Salled at 11 A. M., La Purisima, for San Francisco; at 1-P. M., Mandasan Maru (Jap), for Japan; at 5 P. M., from St. Helens, Wapama, for San Pedro, from San Francisco; at 1-P. M., Mandasan Maru (Jap), for Japan; at 5 ASTORIA. Dec. 14.—Left up at midnight, E. H. Meyer. Sailed at 3 A. M.,
Saikai Maru (Jap), for Japan. Arrived at
S and left up at 8.30 A. M., J. A. Moffett,
from San Francisco. Left up at 8 A. M.,
Sweden Maru and Kureha Maru (Jap.).

PERU EXPECTED TO REJECT CHILEAN PROPOSAL.

Reply Concerning Tacna and Aric Likely to Leave Door Open for Further Negotiations.

SANTIAGO, Dec. 14 .- (By the Asso lated Press.)-It is considered almost certain in official circles at Lima that Peru will reject the Chilean prop and Arica, says a dispatch from ther published today by La Nacion. It is expected, however, the dispatch says, that Peru's reply will be couched in such language as to leave the door open for further negotiations.

The dispatch says it is understood Peru's attifude is that the language as to the says it is understood.

Peru's attitude is that the lapse of validated the stipulations of that strument insofar as they apply to the plebiscite, and that arbitration re-

United States Shipping Board

earings on the wool schedule in the feasible method suggested to offset the depreciating foreign currency."

Such a plan, he said, would keep! Protesting against the basic rate of industries "in a state of unrest" and 25 cents a pound on clean raw wood, would result in constant pressure for proposed by the Fordney bill, William changes being brought to bear on Geldman, a clothing manufacturer of

the president and on the tariff com-of \$25,000,000 on the angual clothing

of Indiana, republican members of the committee, differed with Mr. Wood, arguing that the plan proposed Declaring there was no limit to the

Senator Smoot of Utah and Watson

(Through United States Shipping Board Emergency Fleet Corporation)

INVITES OFFERS ON Uncompleted Wooden Steamship Hulls, 24 Uncompleted Wooden Converted Barges and 18 Uncompleted Wooden Tugs

The UNITED STATES SHIPPING BOARD, through the UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, invites offers for the purchase of the following described uncompleted wooden steamship hulls, uncompleted wooden converted barges and uncompleted wooden tugs, which have been duly appraised and are to be sold at private competitive sale. All offers received before January 5, 1922, will be considered; and no award will be made before that date. Negotiations may be continued thereafter, and all offers received prior to final award will be considered.

These steamship hulls and barges are of Ferris (3500 DWT) and HOUGH (4000 DWT) design, and are of wooden construction. Similar hulls have been successfully converted into fivemasted barkentines, schooners and tow barges and have given excellent service in the transportation of bulk cargo, such as lumber, petroleum, minerals and general cargo in coastwise and trans-oceanic trade.

The hulls were contracted to be built to the requirements of American Bureau of Shipping and the British Lloyd.

Hulls Located on the Pacific Coast Are Moored as Follows: ALAMEDA YARD, Alameda, Calif .- 9 Steamship Hulls; 9 Converted Barge Hulls.

LAKE UNION, Seattle, Wash.—32 Steamship Hulls; 11 Converted Barge Hulls.

NORTH PORTLAND YARD, Portland, Oregon-10 Steamship Hulls; 4 Converted Barge Hulls. Hulls Located on Atlantic Coast Are Moored as Follows:

WILSON'S POINT, Wilson's Point, Conn.-1 Steamship Hull. HOG ISLAND, Hog Island, Pa .- 2 Steamship Hulls. Specifications Covering the Above Type of Hulls

Breadth 30 feet Built by Universal S. B. Co., Sturgeon Bay, Wis.

Specifications Wood, sea-going, tow-boat Depth....15 feet 3 inches Length118 feet

Draft 13 feet 6 inches Breadth 30 feet Built by Medow Marine Railway, New Bern, N. C. Not accountable for errors in description.

The above vessels will be sold "as is, where is." The hulls located on the Pacific Coast have various amounts of expendable stores, deck and galley equipment stored on board. Bidders should state whether offer is on bare hull basis or whether stores and equipment

stored on board are included. A certified check for two and one-half per cent (21/2%) of the amount offered must accompany each bid. This sum will be credited on the purchase price if award is made to the bidder or will be retained by the Board on account of damages if the successful bidder fails to complete the purchase. Checks will be returned promptly to bidders whose offers are re-

The Board reserves the right to reject any or all bids. Bids should be addressed to UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, Department of Ship Sales, Washington, D. C., and marked-"Bid for Incompleted Hulls."

Public Case Adapting State. A public Case Adapting State. A

it is valuable always. If harm to

If health is valuable to childhood,

(in packages of larger bulk, for those who prefer to make the drink while the meal is being prepared) made by boiling for 20

