

JAVA-PACIFIC LINERS

Trans-Pacific Service Will Be Resumed at Once.

FIRST STEAMER ON WAY

Direct Route to Japan, China and Dutch East Indies Important for Local Commerce.

Resumption of the trans-Pacific service of the Java-Pacific line out of Portland was announced yesterday by Ernest E. Johnson, local manager for the General Steamship corporation.

The first Dutch steamer of the Java-Pacific line in the resumed service will be the steamer Tjilbebo, scheduled to reach Portland February 15.

The Java-Pacific line is the largest and fastest ever operated between Portland and the east, and their return to this service will be hailed with satisfaction by the shippers.

Freight Offerings Increase. Steamers of this line came to Portland occasionally before the war to take out the lumber which was the service was then discontinued until last year, when seven of the Java-Pacific steamers were routed to Portland in the trans-Pacific trade at monthly intervals.

The increased freight offerings in the trade, which have led to a decision of the company again to include Portland as a loading port, give every promise of a continuing, according to Mr. Johnson, who said that the big Dutch liners will continue to come here at intervals of about 15 days.

Passengers Will Be Carried. The steamer Tjilbebo carries both passengers and freight. She will load here for Yokohama, Kobe, Hongkong and Java ports. She has an average speed of 12 knots and is fully loaded. This is the new vessel that was added to the Asiatic service of the Java-Pacific line.

The Java-Pacific line is the only steamship service giving Portland shippers direct connection with the ports of Java and the Dutch West Indies, and the regular service from Portland to Japan. The other lines connecting Portland with Japan are the Columbia-Pacific line and the Japanese line.

In addition to these regular liners there are the Tokyo Kisen Kaisha and Mitsui steamers calling at Portland at irregular intervals in the trans-Pacific trade.

LARGE CARGOES AWAIT SHIPS. Tuscaloosa City and Karonga Will Load Consignments Here.

The steamer Tuscaloosa City and Karonga will take large consignments of lumber to Europe, in the service of Norton, Lilly & Co., it was announced yesterday.

The steamer Tuscaloosa City will leave for Portland at 10 o'clock Monday. The Karonga will be due here Monday.

The first loading berth of the Tuscaloosa City will be the Irving dock, and after loading for about 48 hours she will shift to terminal No. 1. Altogether she will take from Portland 150 tons of grain and 400 tons of general cargo.

The Karonga is a British vessel in the service of the Ellerman's Wilson line, for which Norton, Lilly & Co. is agent on this coast. She will take 2000 tons of grain and 400 tons of general cargo from Portland to Europe.

The steamer Steel Angel, in the Indian line, is expected to arrive here from Seattle and Tacoma on Monday.

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DO YOU REMEMBER?

When the trees in the park blocks were first planted? The accompanying photograph, taken in 1913, shows how this section of Portland looked a year after the blocks were laid out and the trees were planted to give the district a number of early Portlanders a parklike appearance.

The old postoffice, the old Masonic building and the old Trinity church, the first two still with us, are about the only buildings with which present-day Portlanders are still familiar. The old Park schoolhouse, now greatly altered, can be seen plainly.

The street at the extreme bottom of the picture is College street, and the blocks in the foreground are now well sprinkled with stately apartment buildings. A tiny speck on the river visible to the left is thought to be the old Stark-street ferry, although the east side, apparently an ideal location for country estates, does not look as though it would furnish enough business for even a small ferry.

When a motorist had trouble along the road, the next motorist would stop and inquire if he could do anything to help? When Mayor Penney refused to close the north-end dance halls and gave as his reason that the lumberjacks had as much right to shake a hoof as the society people? T. M. Johnson.

When the weather bureau was stationed in The Oregonian building and the genial B. S. Pague took pleasure in explaining how it was done? G. E. H. Miller.

When you could buy a cord of first-class fir firewood for \$2.50? G. E. H. Miller.

When bread and milk made as many brawny men as modern breakfast foods? E. A. F. M. Johnson.

The little candy store on the southeast corner of Fifth and Washington streets, where Billy Catching was clerk? L. C. B. Johnson.

The black bear that was chained to a maple tree close to the corner of Third and Salmon streets? PIONEER.

When men made New Year calls, dressed in their best, their friends keeping open house and prepared for callers? C. B. W. Johnson.

Bill? He operated this saw until 1913, when he retired from the river, and he has since been a lumberjack which he built on and which he lived until a few weeks before his death.

ICE IN RIVER PLAYS HAVOC. Small Wooded Steamers Menaced by Floes in Columbia.

Ice in the Columbia river was playing havoc again yesterday with the small wooden steamers. The Brooklyn, from Haddon for Portland, arrived at Astoria and was obliged to remain there, while the Celio, which arrived at Portland, was obliged to extend the ice and came as up to the extent that Captain Charles Larson mentioned the fact in the form of a protest when he entered and cleared his ship at the custom-house.

The steel steamers Rose City and Admiral Evans came up the river to Portland yesterday with difficulty. The Admiral Evans making the 120 miles in eight hours. Captain Borg of the Admiral Evans, president of the Oregonian of the Rose City both reported plenty of floating ice in the river, but with a general moderation of the weather it is expected that the river will be clear again in a day or two.

WAGE PACT ENDS FEBRUARY 6. Maritime Unions Notified by Shipping Board Head.

SAN FRANCISCO, Cal., Jan. 20.—(Special)—Maritime unions have been notified by the shipping board that the present wage agreement between the shipping board and the maritime unions will be terminated on February 6.

President Howell, after a conference with the board, will make public the new wage scale which will govern all marine workers on government vessels.

The new wage scale is expected to be the same as that adopted by the private owners, which on the 15th of January, 1921, was effective February 1, and is a reduction of from 10 to 15 per cent.

Steamer Hanley to Return. The steamer Hanley, one of the two shipping board steamers, the board steamer Admiral Evans, from San Diego, arrived at 12:20 P. M. from San Francisco.

ASTORIA, Jan. 20.—Sailed at 7 last night, Japanese steamer Jufuku Maru, for Japan. Arrived at 5 A. M., steamer Hattie Luckenbach, from San Francisco, arrived at 1:30 A. M., Japanese steamer Hattie Luckenbach, from San Francisco, arrived at 1:30 A. M.

PORTLAND, Jan. 20.—Arrived at 10:45 A. M., steamer Hattie Luckenbach, from San Francisco, arrived at 1:30 A. M., Japanese steamer Hattie Luckenbach, from San Francisco, arrived at 1:30 A. M.

ST. HELENS HEAVY SHIPPER. 100,000,000 Feet of Lumber and Piling Sent Out in Year.

ST. HELENS, Or., Jan. 20.—(Special)—Figures prepared by the local mills show that approximately 100,000,000 feet of lumber and piling were shipped from St. Helens in 1921. Creosote lumber and piling constituted about one-tenth of the shipments.

A summary of lumber shipments shows that 101,000,000 feet of lumber and piling, valued at \$1,000,000, were shipped from St. Helens in 1921. Creosote lumber and piling constituted about one-tenth of the shipments.

During the year 141 vessels received cargo at this port and were dispatched to various ports as follows: January 21; February 18; March 2; April 12; May 4; June 3; July 2; August 1; September 15; October 1; November 12; and December 16.

The small number of vessels calling in May, June and July was due to the marine strike. The majority of the vessels loaded here were coastwise steamers but the Atlantic coast and foreign shipments were carried by some 25 or 30 steamers of the large type.

Three of the mills operated steadily throughout the year, the Island Lumber mill, the Portland mill, and one to remain closed. It operated for only two months, but is expected to resume work in February.

CAPTAIN POHLEY, 67, IS DEAD. Pioneer Columbia River Pilot Succumbs at the Dalles.

THE DALLES, Or., Jan. 20.—(Special)—Captain Edward Pohley, 67, well known between Wallula and Astoria as a pioneer Columbia river pilot, died at the Dalles, Oregon, at 10:30 P. M. last night following an extended illness. He was born in Germany, obtaining his early sailing experience on the Columbia river, and came to this country in 1880, landing at Astoria from an English trade ship.

In 1887 he took the position of first mate on the steamer Hasequo, which was on the run between The Dalles and Cascade locks, under Captain McNulty. He acted in this capacity for several years, and then resigned to take the captaincy of the river steamer Waco, owned by Joseph J. Peters.

In 1921 Captain Pohley built a row of his own, which he called "Honker

FINANCIAL

Bankers' Acceptances and Commercial Paper Scarce.

It is evident that the present ease of money, comparatively speaking, is due to the slowing down of business rather than the existence of an excess of idle funds, says a financial letter of the American National Bank of San Francisco.

Scarcity of offerings rather than broad and active demand is responsible for the rather low rate at which bankers' acceptances and commercial paper are going. The oversubscription recently of the treasury certificates of indebtedness at 4 1/2 and 4 3/4 per cent signifies only the temporary lack of other employments for money awaiting enticement into commercial and industrial channels.

This situation is likely to continue, at least until spring, when the weather crop-making may bring about a somewhat firmer money market.

The investment market the easier condition of money is manifest in increased demand for bonds. Good offerings of municipal, railway and industrial securities are being purchased readily by the buying public. Some of the larger utility bonds are being sold at a premium.

The stock market has been deemed the time opportune to finance their requirements for new projects and extensions and their offerings of securities have met with a ready response.

Although the exports of merchandise as shown for the tabulation for November were lower than for any previous month of 1921, imports were larger than for any month since April, 1921.

The United States trade balance in favor of the United States for the month of November ended November 30 amounted to \$1,919,000,000, leaving a balance of \$1,919,000,000 to be settled.

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WAR WORK FACILITIES FOR SALE

Land, Buildings and Equipment acquired by us during the war for war work, including Metal Working Machinery, Cranes, Motors, Etc., are now offered for sale.

DETAILS UPON REQUEST. All offers must be in writing and firm. Offers received up to 12 o'clock noon January 31, 1922. Right reserved to reject any and all offers.

Puget Sound Machinery Depot 318 First Ave. South, Seattle, Wash.

NORTH CHINA LINE. Columbia Pacific Shipping Co. Direct Freight Service Without Transshipment. PORTLAND.

Yokohama, Kobe, Shanghai, Tsingtao, Tientsin (Taku Bar), Chinwangtao, Dairen. R. S. LAS VEGAS. Jan. 23. S. S. EASTERN SAILOR. Feb. 13.

Shanghai, Manila, Hongkong. S. S. WEST CAYOTE. March 17. S. S. VINITA. Feb. 17. For further information regarding rates, etc., apply to TRAFFIC DEPT., 300-322 West Broadway, Seattle, Wash., or to H. T. Johns & Co., Central Bldg., Seattle, Wash.

Arrived here this morning, has hung up a record for the trans-Pacific trip. SAN FRANCISCO, Cal., Jan. 20.—(Special)—On a tour of the Robert Dollar Steamship company offices, J. F. Schuchman, general manager of the company, has left New York, on route here, to visit his headquarters in this city.

Changes have been made in the list of ships which will be leaving here tomorrow for Seattle and Tacoma. The ship which was to have been the steamer Lady Mine, which has been reported as operating out of British Columbia, will be replaced by the steamer Hattie Luckenbach.

With cargo for Bowditch & Co. the Blue and White line freight steamer, arrived here today from Hull via Portland. Among the shipments was 600 tons of dressed lumber, which will be discharged at the municipal wharf in Berkeley.

There are 104 passengers aboard the steamer Hattie Luckenbach, operated by the National Navigation company, which is due to arrive here next Tuesday from Honolulu. The steamer will have with it a freighter steamer Meriden arrived from Portland this morning to complete cargo for California.

By Federal Telegraph. KEWSENE STATE, Seattle for Yokohama, 2046 miles west of Seattle, Jan. 21. EASTERN CLOUD, Honolulu for Seattle, 2583 miles west of Seattle, Jan. 21.

YENTINA, San Francisco for Sydney, 1120 miles west of Seattle, Jan. 21. WEST PARALLEL, Honolulu for Tokyo, 2687 miles west of Honolulu, Jan. 21.

LOS ANGELES, San Pedro for Yokohama, 2874 miles west of Seattle, Jan. 21. HERRIN, Honolulu for Avon, 270 miles west of San Francisco.

HAMER, San Pedro for Manila, 149 miles west of Seattle, Jan. 21. OLBUM, Orem for Portland, 290 miles south of Astoria.

As the Canadian Pacific steamer Empress of Asia is not due at quarantine Monday until 10 o'clock, it will be held at 10 o'clock before arriving here. This steamer is reported to have a large cargo for transshipment.

It will be the middle of next week before the barkentine Katherine Mackall gets away for Seattle. The steamer Hattie Luckenbach, from San Francisco, will arrive here on Monday.

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LAND SALES \$209,647.01

Report on State Tract Marketing of Washington Jan. 3 Reported.

OLYMPIA, Wash., Jan. 19.—Final returns from the sale of state lands held in all counties January 3 show that a total of \$209,647.01 was received, according to State Land Commissioner Savage. Of this amount, \$170,974 goes into permanent educational funds for the support of the schools.

Uplands brought \$67,115; timber lands, \$154,811.25; and tidelands, \$79,797.76.

SEATTLE

SEATTLE, Wash., Jan. 20.—(Special)—Approximately 30,000 boxes of apples, 150 tons of frozen salmon and half a million pounds of dried salmon and other perishable shipments were being shipped from Seattle to Tacoma by the Steamer Hattie Luckenbach, operated by the National Navigation company, which arrived here this morning.

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OCEAN SERVICE TO California. SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY. For San Francisco From Portland Alipworth Dock STEAMER "ROSE CITY" Monday, 10 A. M., Jan. 23. Wednesday, 10 A. M., Feb. 1. And every 10th day thereafter.

CUNARD ANCHOR DONALDSON. Passenger and Freight Services. AQUITANIA, Southampton and Northampton. AUSTRALIA, London and Sydney. AUSTRALIA, London and Sydney. AUSTRALIA, London and Sydney.

AUSTRALIA. NEW ZEALAND AND SOUTH SEAS via Tahiti and Havrona. 300 and passenger service from San Francisco via Honolulu. AUSTRALIA, London and Sydney. AUSTRALIA, London and Sydney.