

LEAVES RIVER WITH LUMBER

Steamer Panaman Departs for New York.

APPLE CARGO SHIPPED

Deerfield Takes Fruit for East Coast, and Delrosa Ties and Flour.

The arrival and departure of several large steamers featured activity on the water front yesterday, the central, European, South American, intercoastal and coastal services being represented.

Departures included the Suzuki steamer Taihu Maru, which got away for the Orient with lumber at noon. The steamer Panaman of the United American service left at the same time for New York and way ports with lumber and general cargo. Aboard the British steamer Bermuda, which got away for the Orient yesterday at 4 P. M. was a part cargo of wheat flour and lumber. She also had some cargo which had been taken on at New York.

Deerfield Leaves River.

The steamer Deerfield of the Elder line got out of the river yesterday for New York and way ports. Her cargo included 500 tons of apples. The steamer Delrosa, which got away for the west coast yesterday, carried a cargo of flour and ties, the latter having been loaded at Vancouver. This vessel is in the General Steamship company's service to South America and this is the first load of ties which has been shipped for some time to that section.

The Admiral Line steamer, the Admiral line's service to San Francisco, San Pedro and San Diego, reached the river yesterday, just 14 hours after departure from San Francisco. She brought general cargo and passengers.

General cargo from Philadelphia and way ports was brought in on the United American line's steamer Nevada, which reached the harbor late last night.

Cardiganshire in River.

Inbound freight from London and way ports was aboard the British steamer Cardiganshire, which arrived in the river at 3 o'clock yesterday afternoon and left for Portland at 5 P. M. She will also take out general cargo.

The steamer Pennsylvania, which arrived from Hongkong, brought a quantity of general cargo. She will also load general cargo here for the return trip.

Ship Reports by Radio.

By the Radio Corporation of America, (The Radio Corporation of America, in co-operation with the United States public health service and the Seamen's church institute, will receive reports for medical or surgical assistance through its KPH San Francisco station without cost.) All positions reported at 8 P. M. yesterday unless otherwise indicated.

ALGONQUIN, Shanghai for San Francisco.

November 10. 110 miles west of San Francisco.

WEST KADAR, Portland for Yokohama.

November 11. 1817 miles west of the Columbia river.

ERIKEN, Manila for San Pedro.

November 10. 1000 miles west of San Francisco at midnight.

NILE, Honolulu for Yokohama.

November 11. 40 miles west of Honolulu.

NANKING, Hongkong for San Francisco.

November 11. 2070 miles west of San Francisco.

STRELL, RANGER, Baltimore for San Pedro.

November 11. 1015 miles west of San Francisco.

WILHELMINA, Honolulu for San Francisco.

November 11. 1040 miles west of San Francisco.

MEMORON, La Libertad for Tacoma.

November 11. 2070 miles west of San Francisco.

DONALDSON, Manila for San Francisco.

November 11. 206 miles west of San Francisco.

SCALARIA, Matanzas for Shanghai.

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SHIPS TO CONTINUE

Shipping Board Vessels Not to Be Withdrawn.

LASKER SENDS MESSAGE

Grays Harbor Lumbermen Protest Move to Take Steamers Out of Established Trade.

HOQUAM, Wash., Nov. 11.—(Special.)—United States shipping board vessels will not be withdrawn from the intercoastal trade and consequently Grays Harbor service in the number of ships. This announcement was received yesterday by representative Albert Johnson in a telegram from A. J. Lasker, chairman of the shipping board at Washington, in answer to one of protest against the threatened withdrawal of the board's vessels from the intercoastal trade.

Mr. Johnson's protest was in line with a movement begun by the Hoquiam Lumbermen's association.

The association, which has been organized for some time, is protesting against the withdrawal of the board's vessels from the intercoastal trade. It is claimed that the withdrawal of the board's vessels would result in a loss of business for the local lumbermen. The association is also protesting against the withdrawal of the board's vessels from the intercoastal trade.

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LUMBER PILING UP

Mills Off Main Lines Are in Great Difficulty.

ORIENTAL DEMAND GOOD

Purchase by Farmers of Common Grades Improves Market; Call From Middle West Strong.

Thousands of dollars are daily being tied up in the yards and the sheds of the lumber mills of the northwest and will remain inactive until cars are available for shipment. No great relief from the shortage was experienced in the last week. Mill owners whose plans were located off the main lines of the railroads are having their troubles and are receiving only a slight percentage of their car requirements.

One of the main problems of the railroads is found in the fact that a large percentage of their cars are on other lines.

One big railroad which operates into the northwest now finds itself in the position of having but 45 per cent of its cars on its own tracks. The remaining 55 per cent are out of the Mississippi and upon other lines. Were it possible to obtain these cars they could be dispatched to the northwest and could serve in relieving the shortage.

There is now a strong demand for lumber in the Orient and in South America.

The cargo mills making a large volume of their produce are having no difficulty as they depend upon ships rather than cars.

Middle West Demand Good.

There is a good demand for lumber from the middle west at this time. While the farmers of this section have not been able to obtain the prices for their crops that would have been obtained had the lumber been available, they have received sufficient money to purchase some lumber for needed improvements. Much of this is common grade lumber which has been a long time as a drug on the market and which piled up in the yards.

Most of the available storage space of the big mills has been filled with lumber of all kinds.

The cars coming to the mills are mostly common or flats and these, it is said, are not suitable for higher grades. The lumbermen desire to market their best grades in order that they may receive the most money for the lumber they are enabled to ship in available cars.

Hearing Draws Interest.

Local lumbermen are now keenly interested in the hearing of the Douglas Fir Exploitation company before the federal trade commission here. This big concern, which includes about 85 per cent of the cargo mills doing business in the northwest, is charged with violation of the federal statutes through reason of alleged unfair tactics in conducting its business. It is charged that the company has conspired to join it and has operated practically as a trust.

Most of the big mills of this district are members of the Douglas Fir Exploitation company.

For that reason their managers or presidents are appearing as witnesses at the hearing in the new federal building. The hearing is expected to be continued for several days. Prior to holding the hearing the company was told in San Francisco. If the organization is proved to be a trust it probably will be dissolved and the mills will be required to operate as independent business units.

BREWER STATUE TARGET

Removal of Bronze Is Requested by Pennsylvania W. C. T. U.

(By Chicago Tribune Leased Wire.) READING, Pa., Nov. 12.—By unanimous vote and without debate, the Christian Endeavor union, in annual convention last night, adopted resolutions asking the city council to remove the statue erected in 1885 in City park near the entrance to the Berks county prison, in honor of Frederick Lauer, who died in 1883, it was reported.

Lauer was one of the leading business men here for many years.

He was perhaps the leading brewer in the country in his day. He was in city councilman, a railroad director and a trustee of the Keystone State Normal school, Kutztown.

Notice to Mariners.

PORTLAND, Nov. 11.—Branch Hydrographic Office: The following report was made by the master, T. J. Ranger, November 8, 1922: Humboldt bay—Depth of water on the bar at low tide of the lower low waters, 24 feet. Channel straight. All buoys in position and in working order. N. M. PIGMAN, Lieut. U. S. N. Officer in Charge.

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and discovered a stick of dynamite, a cap and fuse.

The dynamite stick was believed to have been overlooked when the coal was shipped.

500 AUTOS STICK IN MUD

Last of Machines Returning From Football Game Is Pulled Out.

(By Chicago Tribune Leased Wire.) CEDAR RAPIDS, Ia., Nov. 12.—The last of the 500 automobiles that

stuck in the mud near North Liberty last night, returning in the rain from the Iowa-Minnesota football game, was pulled out tonight. The line was two miles long and scores went into the ditch, but no one was injured.

Men, women and children were forced to trudge through the rain and mud to North Liberty to get the automobiles for this city, and every farmhouse within a radius of a mile was filled with guests, who slept on the floors.

Read The Oregonian classified ads.

VON HAVENSTEIN FOUGHT

MOVE ON TO UNSEAT CZAR OF GERMAN FINANCES.

Offensive Is First One Planned Along Line in Order to Stabilize Marks.

(Chicago Tribune Foreign News Service, Copyright, 1922, by the Chicago Tribune.)

BERLIN, Nov. 12.—A determined action secretly prepared and in which Hugo Stinnes and his friends are the moving spirits will shortly be started to depose Herr von Havenstein, long autocrat of German finance, and oust him as president of the reichsbank.

The argument is that Havenstein's deliberate inflation policy has ruined the mark and that inflation has now exceeded all bounds to a point where paper marks can never be redeemed.

It is asserted further that Havenstein has completely lost control of the reichsbank and that the latter institution is practically running amok.

Those who would depose him say Herr Havenstein is a very sick man and for several months he has been merely a figurehead, the actual work being done by his associates.

It is said to be the feeling of Herr Stinnes, who is one of the most influential financiers in Germany, that his associates never can solve the stabilization problem because they are guided only by banking and business considerations and are technicians rather than practical economists.

AMERICAN EXPRESS TRAVEL DEPT.

Edwin A. Gardner, D. F. A., cor. 6th