

JAPANESE COAST TRADE LINE MAY SEND MORE SHIPS IN PORTLAND TRADE.

Official Visits Port for Bigger Business. T. Araki, of Kobe, manager of the operating department of the Kokusai Kisen Kaisha, better known locally as the "K" line, which is represented on the American side by Suzuki & Co. spent yesterday in Portland to give final consideration to plans for extending the scope of "K" line operations here. Action on his report as to conditions in export service changes. Mr. Araki has just completed a tour of the leading harbors and cities in the United States and Europe.

Mr. Araki passed through Portland a few months ago on his way east on proceeding to England he studied shipping conditions in the financial conditions, continuing on to Germany, Austria, Holland and other lands. His trip also had to do with financial conditions in the figures in European commerce much of the time.

Ships Fever This Year. During 1921 the "K" line and the Suzuki interests had 72 ships at Portland, while this year it is estimated about half the number have called, the decrease being attributed to buying having fallen off in Japan and the fact a bumper crop of wheat eliminated the necessity for drawing heavily on the northwest for wheat. The lighter northwest movement of grain to the United States and Europe also required less tonnage. Members of the fleet are among those chartered for grain loading at Vancouver, B. C., and about 15 under charter at present only about three have been declared for Portland loading.

Mr. Araki left last night for Seattle and plans to spend for the other side Thursday on the liner Empress of Asia.

Kifuku Maru In. Another of the fleet to make Portland was the Kifuku Maru, an arrival yesterday, which was ordered to the Peninsula mill to be lined for grain destined for the United Kingdom. The same Maru, to finish working lumber on Grays harbor today and proceeds to work wheat, her cargo being destined for Japan. The Chile Maru, a recent fixture by Kerr, Gifford & Co., was yesterday declared for Vancouver loading. The same Maru has the Kifuku Maru. The Scotland Maru, chartered by Ballfour, Guthrie & Co., left Kobe Wednesday, according to a message received yesterday, and the Yoyoi Maru, taken by the Northern Grain & Warehouse company, sailed from Kobe the following day.

Pawlet Shifts to Pier 2. Oriental Freighter to Be Dry-docked and Hull Repaired. To permit discharge of part of the cargo of the oriental freighter Pawlet so she can be dry-docked to have repairs made to her hull, arising from damage sustained last week when she brought up on an obstruction near the dock of the Associated Oil Company, the vessel was shifted from pier No. 1 to pier No. 2 at terminal No. 4 yesterday afternoon. One of the hull plates beneath fresh water was broken and it has been deemed best to have full repairs made before refitting the ship to proceed.

The steamer, loading here, and the West Cayote, loading lumber on the lower river, are due to leave within the next week and the steamer, which is scheduled to leave for Seattle on Monday, is expected to be ready to depart by Friday. It is probable the Pawlet's repairs will be hurried so as not to abandon the voyage. With the West Cayote due on December 31, December will be a decidedly active one in far eastern departures.

Portland Idle Ships Few. Shipping Board Has Four Vessels Out of Commission Here. Of 1232 steel cargo carriers owned by the shipping board, the figure being given out last week by J. Harrowood, president of the Emergency Fleet corporation, only four are numbered in the idle fleet at Portland, they being the Eastern Mariner, West Hixton, West Nivaria and West Nomentan. During the last few months half a dozen carriers were drawn from the fleet laid up here and ordered into commission.

The data given out by Mr. Small shows 1432 vessels are in the shipping board fleet, 43 being passenger and cargo ships, 1232 cargo vessels, 30 tankers, 14 refrigerated ships, 30 tugboats and one unfinished cargo steamer, a total of 1401. In the list of concrete vessels are two cargo ships and seven tankers, 13 in wooden and composite vessels, 13 of the cargo type remain, with 12 tugs.

Munson Line Ship in Port. Eighteen-Day Schedule Will Be Established in Service. Maintaining an 18-day schedule instead of monthly is the plan of the Munson line, using six carriers, the first of which will be the steamer W. D. Munson, which came to the river yesterday and went to terminal No. 1 with New York cargo. The Munson line is due this week and the Munson line will be here from the same port about December 10, principally with sulphur, of which there will be between 4000 and 5000 tons by the steamer.

The Munson is due to get away from New York tomorrow, the Munson line is due to get away from Seattle on December 16 and the Munson line is due to get away from Seattle on December 16 and the Munson line is due to get away from Seattle on December 16.

MOLASSES TO MOVE SOON. Shipments From Hawaiian Islands to Start in December.

Transportation of molasses from the Hawaiian Islands to the east via Portland is to be under way early next month, the first shipment to be made on the steamer Manukai of the Matson line. It is said that lot will be about 400 tons. The molasses will be delivered into tanks maintained at terminal No. 4 by the commission of public docks, where the capacity is far in excess of the requirements of the shipping department of the season. On the heels of information received last week of a resumption of cocconut oil imports from the Philippines via Portland, it is understood negotiations are under way that may mean the movement of a much greater quantity than was expected. As the oil, like molasses, moves on to the east, the vegetable oil storage tank system adequately meets the demands of that class of commerce.

Marine Notes. The Babinda of the Ocean Motorship company's line shifted yesterday afternoon from the pier to terminal No. 4 for final loading for San Francisco and San Pedro.

The steamer Eastern Sailor, outbound for Seattle, was reported yesterday to the Columbia Pacific shipping company, which is operating the vessel. Labor conditions at Philadelphia, where an I. W. O. strike was recently precipitated, were declared to be normal, and the American-Hawaiian line officials say prompt clearance is assured for future shipments via that route.

The steamer Florida of the American-Hawaiian line sailed from New York Saturday for Seattle, with 1000 tons aboard were said to aggregate 1800 tons.

The steamer Steel Traveler, a new carrier in the service of the Lathrop line, sailed from Philadelphia for Portland Saturday. The vessel is of 4321 tons, net register.

Notice has reached collector of Customs at the pier of the arrival of the schooner J. A. Talbot to P. A. Duntz, the latter being president of the United Kingdom. The same Maru, to finish working lumber on Grays harbor today and proceeds to work wheat, her cargo being destined for Japan. The Chile Maru, a recent fixture by Kerr, Gifford & Co., was yesterday declared for Vancouver loading.

The steamer Commercial Pathfinder, first of the Moore & McCormick fleet to arrive at the pier, sailed from Seattle yesterday for Puget sound after having delivered 2000 tons of coal and other cargo. The vessel is loading lumber at the pier here, which will have the Commercial Trader in port about December 10.

The steamer Frank D. Stout arrived yesterday from San Francisco in the morning. The vessel is carrying lumber cargo for the return, sailing Thursday.

Tides at Astoria Tuesday. High Water. 8:28 A. M., 8:24 P. M., 24 ft. Low Water. 9:03 P. M., 8:57 A. M., 24 ft.

Report From Month of Columbia. The steamer Columbia, which arrived at the pier at P. M., moderate wind, north, two miles.

Port Calendar. To Arrive in Portland. From. Date. Ocean Prince. Seattle. Nov. 29. Thomas P. Bial. Boston. Nov. 30. Halia Luckenbach. New York. Nov. 30. W. D. Munson. New York. Nov. 30. Yankin Maru No. 3. Japan. Nov. 30. Yankin Maru No. 4. Japan. Nov. 30. Yankin Maru No. 5. Japan. Nov. 30. Yankin Maru No. 6. Japan. Nov. 30. Yankin Maru No. 7. Japan. Nov. 30. Yankin Maru No. 8. Japan. Nov. 30. Yankin Maru No. 9. Japan. Nov. 30. Yankin Maru No. 10. Japan. Nov. 30. Yankin Maru No. 11. Japan. Nov. 30. Yankin Maru No. 12. Japan. Nov. 30. Yankin Maru No. 13. Japan. Nov. 30. Yankin Maru No. 14. Japan. Nov. 30. Yankin Maru No. 15. Japan. Nov. 30. Yankin Maru No. 16. Japan. Nov. 30. Yankin Maru No. 17. Japan. Nov. 30. Yankin Maru No. 18. Japan. Nov. 30. Yankin Maru No. 19. Japan. Nov. 30. Yankin Maru No. 20. Japan. Nov. 30. Yankin Maru No. 21. Japan. Nov. 30. Yankin Maru No. 22. Japan. Nov. 30. Yankin Maru No. 23. Japan. Nov. 30. Yankin Maru No. 24. Japan. Nov. 30. Yankin Maru No. 25. Japan. 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