ALLIES' SURRENDER TO TURK DEPLORED

Priceless Opportunity Lost, Says Gardiner.

MOSLEM STILL PROBLEM

Admission of Ottoman to League Appears Only Means for Preventing Another War.

BY A. G. GARDINER.

Britain's Greatest Liberal Editor. (Copyright, 1922, by The Oregonian.)

Unless the Turk can be included in the league of nations, and thus come under the co-operative rule of Europe, Mr. Gardiner is fearful that war cannot be prevented in the Balkans. The one glorious light in England, he asserts, is the new Irish free state.

LONDON, Dec. 12.—(Special Cable.)—The process of straightening out the near east mess proceeds very slowly at Lausanne. Backed by Russia, whose aim is no permanent settlement, the Turks are sticking obstinately to their demands. They won their arguments for Thrace and Constantinople and now insist on dominating the Dardanelles. Lord Curzon's offer that the straits be left in possession of the Turks, subject to freedom of usage by all nations, constitutes a practical surrender by the British government. Probably no other course was possible after the concession of Constantinople because under modern military measures he who holds Constantinople holds the key to the Dardanelles.

With this proposal, however, the Turks practically re-establish their pre-war status. Back in Europe, back in Constantinople, back in the Dardanelles—could there be any clearer evidence of the complete catastrophe of peace? The cause is plain enough. The allies, disloyal to Europe, disloyal to each other, sacrificed a priceless opportunity to extinguish the near east volcano forever by internationalizing Constantinople and the straits. The chance will not come again in this generation. The Turk again is in position to resume his historic role as a mischief-maker in Europe, with irreconcilable Russia as aider and abettor.

France Held Responsible.

The main responsibility for this rests with France, which armed its late enemy against the Greeks and hoped to use the Turks as an instrument to assist French policy in Europe. The French impression was that the Kemalistic movement was the beginning of a great Islamic revival and it was hoped that France could become the head of that revival as a military insurance against a possible German revival. Now France finds the movement not Islamic, but purely national and under the thumb of France's greatest enemy, soviet Russia.

Now France wants to have little to do with the Turk, but the latter has won the rubber at Lausanne. It generally is agreed that Lausanne is only an episode in the near east crisis contest and that the sole hope of peace in the Balkans rests in the inclusion of Turkey in the league of nations, thus bringing her under co-operative European control. Will she accept? Her condition is so nearly bankrupt that she probably will if Russia will let her.

All Eyes on London.

Meanwhile all eyes are on London, where the conference of premiers is in progress. This conference is most critical because, unless the allies can agree on a policy which will insure a sound programme, the enterprise must fail. The early French proposals were far more promising. They indicated practically no moderation of the policy against Germany, which has resulted in economic confusion. The prospect for the proposed Brussels conference, therefore, is none too bright.

If the allies fail to agree it is expected here in London that Poincare will be forced from the premiership. His prestige has been very much weakened by recent events. Loucheur's more reasonable attitude toward reparations and other European problems has been steadily gaining ground. For the first time French statesmen of the first rank are advocating that Germany be allowed to live in peace.

Whether France is ripe for a complete reversal of her foreign policy is hard to say. It must come soon, if at all, and if anything in Europe is to be saved.

Ireland Free Nation.

The one glorious light here in England is that Ireland is now a free nation. Timothy Healy now reigns as governor-general in Phoenix Park. The appointment seems almost to belong to the realm of romance. For 40 years "Tiger Tim" has been the most formidable guerilla chieftain in British politics. Famous for his eloquence, his quarrels and his wit, his appointment has been received with supreme satisfaction. He is most lovable despite his bitter tongue, a humorous sad man of rare and versatile gifts. With Dillon and O'Brien he is the last survivor of that group of great Irishmen who, under Parnell, made the cause of modern home rule powerful. Now in the hour of victory he wears a crown. May he wear it long and prosperously.

MILL SITE IS ACQUIRED

Berkeley Man Closes Important Land Deal at Klamath.

KLAMATH FALLS, Or., Dec. 12.—(Special.)—Sales of 130 acres of land adjoining the city limits on the south to S. O. Johnson for a sawmill site was announced tonight by Charles W. Eoerlein, president of the Enterprise Land & Investment company. Mr. Johnson, who resides in Berkeley, Cal., formerly was president of the Klamath Development company. In the absence of Mr. Johnson details of plans are meager, but it is understood that the immediate construction of a large sawmill, box factory, planing mill and dry kilns is contemplated.

The yard site is served by both the Southern Pacific and Strahorn railways. It is known that the concern with which Mr. Johnson is associated, owns 6000 acres of timber about three miles beyond the present Strahorn railway terminus at Hildebrand.

Accident May Be Fatal.

SALEM, Or., Dec. 12.—(Special.)—Mrs. Ferdinand Mickenham, who suffered a fracture of the arm, injuries of the head and bruises of the face and body when an automobile in which she was riding collided with another car last Sunday, was reported to be in a serious condition tonight. Physicians said they feared she will not recover.

POOR BREAKFAST BLAMED

Many Clarke Pupils Reported Victims of Malnutrition.

VANCOUVER, Wash., Dec. 12.—(Special.)—Many pupils in Clarke county schools are suffering from malnutrition and diseases resulting from that condition, because of poorly prepared meals, especially breakfast, according to Miss Mabel Jarrett, county nurse, who is investigating health conditions in the schools. Tuberculosis and many other diseases which she found among the children were directly traceable to this source, she declared today. The practice of giving children pancakes for their morning meal was condemned by Miss Jarrett as one of the principal causes for malnutrition.

"In the school I visited today, some of the children were so undernourished that they seemed actually old and wrinkled," Miss Jarrett said.

She proposes to organize mothers' clubs for the purpose of teaching proper nourishment for children. Several of these clubs will be organized as an experiment after January 1.

Old Bridge to Be Replaced.

VANCOUVER, Wash., Dec. 12.—(Special.)—The Clarke county commissioners today decided to replace the old covered bridge across Salmon creek on the Vancouver-Battle Ground road, with a steel and concrete structure which will cost about $6000. Bids will be advertised for at once.

Obituary.

Alfred T. Schanno.

ELLENSBURG, Wash., Dec. 12.—(Special.)—Alfred T. Schanno, born 46 years ago in North Yakima, is dead near Spokane, according to word reaching here today. Schanno spent his boyhood in Yakima and later removed to Ellensburg. He was in the service of the Northern Pacific for a number of years, later becoming manager of the Valley Ice & Fuel company here. He was a veteran of the Spanish-American war, and a Shriner and Knight Templer of the Masonic lodge, which will have charge of funeral services here tomorrow. The deceased leaves a widow, a daughter, age 15, four brothers and four sisters.

Mrs. Eva Smith.

OREGON CITY, Or., Dec. 12.—(Special.)—Mrs. Eva Smith of Lawton Heights, died at her home Monday night of pneumonia. Mrs. Smith was born in Indiana in 1859. She is survived by five children. The eldest, Mrs. May Mulligan, whose husband is a member of the Portland police force, resides in Portland. Funeral services are to be held from the Holman & Pace chapel Thursday morning at 10:30 o'clock. Rev. Willis Pettibone will officiate. Interment will be in the Mountain View cemetery.

Rubert I. Nichols.

OLYMPIA, Wash., Dec. 12.—(Special.)—Rubert I. Nichols, aged 56, part owner of the Olympia Veneer company's plant here, died Monday afternoon at the family home, 814 East Third street. Mr. Nichols, who had been a resident of Olympia about 17 months, was a native of West Liberty, Ia. Besides his widow, Matie Nichols, he leaves one son, Willis, and one daughter, Mildred, both living at home. Funeral arrangements have not been completed, awaiting word from relatives in the east.

Joseph Osborn.

OREGON CITY, Or., Dec. 12.—(Special.)—Joseph Osborn, 78, was found dead in bed today at the home of his son, P. E. Osborn of 1012 Jefferson street. His death was due to heart disease.

Joseph Osborn accompanied his son, P. E. Osborn, and his family to Oregon City about a month ago, coming from eastern Oregon. Mr. Osborn was a native of Kentucky. He is survived also by a daughter in Washington.

Rev. Bruce Evans.

EUGENE, Or., Dec. 12.—(Special.)—Rev. Bruce Evans, Baptist evangelist, who has held revival meetings in various parts of Oregon during the last few years, died at Long Beach, Cal., Sunday, according to word received by his friends here. He had held two big revivals in the Baptist church of Eugene. He is survived by his widow, father, brother and sister.

Port Calendar.

To Arrive in Portland.

Vessel—	From.	Date.
Kennecott	New York	Dec. 10
Rose City	San Fran	Dec. 10
Hollywood	Australia	Dec. 11
Hawaiian	Baltimore	Dec. 11
Indiana	Europe	Dec. 11
Adm. Farragut	San Diego	Dec. 11
Con'l Trader	New York	Dec. 12
Bessemer City	Baltimore	Dec. 12
Texan	Boston	Dec. 12
Steel Ranger	Seattle	Dec. 12
Tiger	New York	Dec. 14
Robt. Luckenbach	New York	Dec. 14
Catuna	Europe	Dec. 14
Lena Luckenbach	N. Orleans	Dec. 14
Oregonian	Baltimore	Dec. 15
Henry Luckenbach	New York	Dec. 15
West Keats	Kobe	Dec. 15
Chattanooga City	New York	Dec. 15
Tillebool	Batavia	Dec. 15
Memnon	S. America	Dec. 16
Montague	Orient	Dec. 16
Roman Star	Europe	Dec. 17
Adm. Evans	San Diego	Dec. 18
Northern Star	New York	Dec. 18

To Depart From Portland.

Vessel—		Date
Adm. Goodrich	San Fran	Dec. 10
Moerdyk	Europe	Dec. 11
Atlanta City	New York	Dec. 11
Theo. Roosevelt	Europe	Dec. 12
Bessemer	New York	Dec. 12
Adm. Farragut	San Diego	Dec. 13
Rose City	San Fran	Dec. 13
Hollywood	Australia	Dec. 14
Mandasan Maru	Japan	Dec. 14
Hawaiian	New York	Dec. 14
Indiana	Europe	Dec. 14
Steel Ranger	New York	Dec. 15
Tiger	New York	Dec. 15
Texan	Europe	Dec. 15
Hannawa	Orient	Dec. 15
Con'l Trader	New York	Dec. 16
Robt. Luckenbach	New York	Dec. 16
Adm. Evans	San Diego	Dec. 20

Vessels in Port.

Vessel—	Berth—
Atlanta City	Westport.
Cello	St. Helens.
Dilworth	Willbridge.
Daisy	Knappton.
Egeria	Drydock.
Cook	Astoria.
Grande Guard	Inman-Poulsen's.
Hannawa	Inman-Poulsen's.
Altona Maru	Globe mill.
La Merced	St. Helens.
Seiwa Maru	North Bank dock.
Minnesotan	St. Johns Lum. Co.
Moerdijk	Terminal No. 4.
Oregon Pine	St. Helens.
Trawler	Drydock.
R. J. Hanna	Willbridge.
Ryder Hamby	Linton.
Theo. Roosevelt	Terminal No. 4.
Willamette	St. Helens.
W. D. Munson	St. Helens.
Wapama	St. Helens.
Wawaona	St. Johns Moorings.
Yosemite Mars No 1	West Oregon mill.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at Station G, 282 Oak street):

For Australia and Hawaii, 9:15 P. M., December 17, per steamer Sonoma, from San Francisco.

For China, Japan and Hawaii, 11:30 P. M., December 12, per steamer President Pierce from San Francisco.

For Hawaii, 9:15 P. M., December 10, per steamer Maui, from San Francisco.

NEW SHIP SERVICE IS TO CALL HERE

Intercoastal Schedule Is to Start January 6.

SAGADAHOE FIRST CRAFT

Steamer Maine, Expected to Be Second Vessel, Will Be Sent From New York Jan. 12.

Fostered by the Argonaut Steamship company of New York, another intercoastal service connecting Portland with the major ports on the east coast has been announced through Norton, Lilly & Co., representatives of the new fleet. The schedule will be launched with the departure from New York January 6 of the steamer Sagadahoe, a carrier of 4955 tons net register. The schedule provides for three sailings monthly.

San Francisco, Portland and Seattle are to be served, it being made known in the information reaching Portland yesterday that San Diego and Los Angeles were not to be ports of call in either direction. By that method it is hoped to afford a faster direct service from the east coast to San Francisco and northern ports, the same being true of the return run.

Second Craft to Sail January 12.

The second steamer of the line, said to be the Maine, of 4804 tons, is to be dispatched from New York January 12. J. M. Franklin of New York represents the new service, according to advices sent to Portland. Shipping records show the steamer Sagadahoe arrived at New York from the orient in March and was laid up; also the Maine is there, so it is assumed other carriers to be used will be drawn from idle tonnage.

With the Argonaut flag in the trade Norton, Lilly & Co. will be the agency for three intercoastal fleets, the largest so far being the Isthmian line, which the company has represented for a lengthy period, and a few months ago was named agent here for the Pacific Mail Line.

All Details Not Learned.

J. P. Cribbin, resident manager for Norton, Lilly & Co., said yesterday that he had not been apprised of all details respecting the new service, but the fact three steamers a month were to be sent around at the outset was abundant evidence that an important adjunct to the rapidly growing route was assured.

Portland is served at present by the American-Hawaiian, Luckenbach, Isthmian, Pacific Mail, Crowell & Thurlow, Nawsco, Moore & McCormick, Munson, Williams and Elder lines, with the Garland Steamship company having recently been announced and reports of others figuring on entering the field actively.

OREGON APPLES SHIPPED

60,000 Boxes Taken by South American Buyers.

That approximately 60,000 boxes of Oregon apples had gone from New York to cities on the eastern coast of South America already this season was one trade feature F. W. Relyea of San Francisco, district director of the operating department of the shipping board, brought out yesterday as showing reasons why the northwest is in a position to gain from the inauguration of combination passenger and freight service, since each vessel has about 1300 tons of refrigeration space.

Mr. Relyea, with Charles Brown of San Francisco, traffic manager of Swayne & Hoyt, which will operate the "502" type steamers President Hayes and President Harrison, as well as the Susquehanna, were in conference with Portlanders yesterday with respect to the sailing of the first ship, the President Hayes, January 20. It was promised that Portland will be represented by leading business men among the passengers to visit the South American ports and obtain first-hand information as to trade expansion possibilities. The foreign trade bureau of the Chamber of Commerce is interested in the matter of assembling a strong delegation for the first voyage and some reservations have been made. Mr. Relyea left last night for Puget sound cities and will return the last of the week to his San Francisco headquarters.

EXPORT STORM GATHERING

Shipments of Herring via Seattle Rouse British Columbia.

VANCOUVER, B. C., Dec. 12.—(Special.)—The Merchants' Exchange has raised a perfect storm here about the shipment of British Columbia herring by the port of Seattle to the orient. Conferences have been held and a meeting has been called for Friday to protest.

Nearly 75 per cent of the herring moving to the orient from British Columbia this year has gone by way of Seattle.

The Admiral steamship line gave fixed shipping rates to the herring shippers and guaranteed delivery in a certain number of days in the orient, and this was the treatment the fish shippers wanted.

If they loaded on a Blue Funnel or Japanese boat in Vancouver their fish would remain from 10 to 14 days in Seattle while the boat was loading, and then these freight ships were slow, with the result that they would have their shipments on the way from 10 to 20 days longer than by the Admiral line.

Consequently they shipped directly, both from the west coast and from the east coast of Vancouver island, to Seattle and loaded a day or two before sailing.

PORT MAY BEAUTIFY LAND

Plans Considered to Make Park of Unoccupied Spaces.

Plans for reclaiming unoccupied space at the drydock plant of the Port of Portland commission, St. Johns, and transforming the area into a park, with lawn covering most of it, fringed with trees and shrubbery, are under contemplation. A drawing in colors has been submitted to J. H. Polhemus, general manager, that takes into consideration beautifying all space not expected to be demanded for plant purposes.

The main improvement will be between the entrance gateway and the plant proper and administration buildings. The property is filled to grade, the roadway has been improved, and with the site surrounded by a fence gardens will extend along that, so the effect promises to be pleasing. The commission of public docks has under consideration similar improvements at terminal No. 4, where there is much unoccupied space facing the administration building.

IDLE SHIPS CUT TO FOUR

Columbia Pacific to Get Steamer Wawalona This Week.

Delivery of the steamer Wawalona by the shipping board to the Columbia Pacific Shipping company for the oriental line is to be made this week, perhaps Saturday, and with her removal from the idle fleet at the government's St. Johns moorings only four carriers will remain, the West Nomentum, sent there February 21; the Eastern Mariner, laid up since April 26; the West Hixton, there since November 18, 1921, and the West Nivaria, delivered there October 14, 1921.

From San Francisco it is reported that with the steamer West Jena taken from the Benecia mudflats to be overhauled preparatory to service, 32 steamers remain, with seven others at the Liberty yard and one at Government island, 40 in all, while 53 were laid up within the bay at one time. Three tankers remaining are being inspected with a view to charter by the Standard Oil company. The West Keys was recently ordered assigned to the Admiral line out of Puget sound, so but 12 ships are on the inactive list there.

MR. SUZUKI LEAVES CITY

Japanese Shipper Goes to Vancouver to Embark for Orient.

I. Suzuki, proprietor of the widely-known Japanese firm of Suzuki & Co., with others of his party, including M. A. Kashiwa of New York, general manager of the Suzuki interests there, left at 10 o'clock yesterday morning for Seattle on the way to Vancouver, B. C.

From there Mr. Suzuki and those accompanying him from Japan will embark on the steamer Empress of Canada, of the Canadian Pacific Steamship company's fleet. The party left here yesterday in company with Frank P. Herbert, city passenger agent at Tacoma for the Great Northern railroad. Mr. Kashiwa is to return to New York.

The Suzuki party arrived at Portland Sunday from the east after having toured Europe and the United States. As Portland is the location of the company's Pacific coast headquarters and was the first city in which an agency was opened, Mr. Suzuki felt he would enjoy the limited time possible here. The visit ended with an elaborate banquet Monday night at the Benson hotel.

WEST KEATS REACHES PORT

Montague Second Oriental Carrier Due Here Monday.

First of two oriental carriers due within a week in the fleet of the Columbia-Pacific Shipping company the steamer West Keats, arrived in the river about 3 o'clock yesterday afternoon and will be alongside Terminal No. 1 this morning to land inward cargo. She will have a good-sized load for her outward trip, which is scheduled for December 31. The steamer Montague, bringing considerable copra as well as general cargo, is slated to arrive by Monday and her next sailing is January 15.

The steamer Pawlet, on drydock, having repairs made to hull plates, should be floated tomorrow. On leaving the dock she will proceed to Terminal No. 4 to reload cargo discharged when she was damaged last month, so next week she should be on her way.

Dock Extension Required.

MARSHFIELD, Or., Dec. 12.—(Special.)—After twice enlarging its dock at Port Orford, the port commission found an immediate demand for another extension of the dock. Several new lumbering men have appeared at Port Orford, asking for dock space in 1923. It is reported a shipping company is likely to locate headquarters at Port Orford and run a steam schooner regularly between San Francisco and that harbor. Coasting boats, including the Bandon, Brooklyn and Acme, called at Port Orford during last summer and the shipping there increased several times over that of past years.

Passenger Ships to Leave.

Three of the combination passenger and freight carriers in the coastwise trade are to depart today, the Rose City of the San Francisco & Portland Steamship company's line, the Admiral Farragut of the Pacific Steamship company and the Cello of the McCormick Steamship company. The Rose City and Admiral Farragut will have heavy loads of general cargo and many passengers are expected to leave as well. Southbound business is brisk, and it is probable there will be a spurt in northbound shipments to relieve the situation at Astoria.

Hiring Hall Is Established.

Establishment of hiring offices for longshoremen to work shipping board vessels for which the Portland Stevedoring company had a contract was carried out yesterday, the location being on Glisan street between Third and Fourth streets with A. E. Barnes in charge. The steamer West Keats is to be worked today under the new contract. Men are to be hired at the company's office without respect to whether union or non-union.

Marine Notes.

Bert Eddings, purser of the steamer Rose City, who left the vessel for one voyage because of illness, will be on deck again when she sails at 10 o'clock today from the Ainsworth dock for San Francisco. Mr. Eddinga has been connected with the company for a long time and previously was identified with the inland fleet.

The American-Hawaiian steamer Hawaiian was an arrival yesterday from the east via northern ports and will work cargo today at terminal No. 1. The Texan of the European fleet will leave Puget sound today for Portland.

The tanker Dilworth sailed from the harbor yesterday on her return to San Francisco.

The motorship Kennecott of the Williams Steamship company's intercoastal line, departed last night for northern ports.

The Japanese steamer Mandasan Maru of the regular Mitsui & Co. fleet, arrived yesterday from Kobe and went to terminal No. 4, shifting later to the plant of the Portland Flouring Mills company.

The steamer Indiana of the French line went to the Portland flour mills yesterday on arrival and later moved to terminal No. 4 to load additional cargo for France and other European countries.

F. Schafer of San Francisco, manager of the San Francisco & Portland Steamship company, was in the city yesterday on one of his regular visits of inspection.

Charles Wiley has been signed as master of the steamer Nestor, replacing J. H. Peck and R. J. Hensel relieved A. Ahman as master of the steamer Hollywood, the latter being assigned to another of the Swayne & Hoyt Australian fleet at Seattle.

Pacific Coast Shipping Notes.

ASTORIA, Or., Dec. 12.—(Special.)—The steamer West Keats arrived at 4 o'clock today from the orient en route to Portland.

After discharging fuel oil in Portland and Astoria, the tank steamer R. J. Hanna sailed at 9 o'clock this morning for California.

The British steamer Vancouver City, lumber laden from Aberdeen for Australia, came into port at 2 o'clock this afternoon to take on 3000 barrels of fuel oil. She is scheduled to sail tomorrow morning.

The steamer Hawaiian arrived at noon today from San Francisco and went to Portland.

The Holland-Amerika line steamer Moerdijk shifted from Portland at 10:30 this morning and is loading 1000 tons of freight at the Astoria terminals for Europe.

The steam schooner Trinidad arrived at 1:30 this afternoon from San Pedro and went to St. Helens to load 1,100,000 feet of lumber.

Bringing freight for Astoria and Portland, the steam schooner Annette Rolph arrived at 2 o'clock this afternoon from San Francisco.

After discharging fuel oil in Portland the tank steamer Dillworth sailed at 3 o'clock today for California.

GRAYS HARBOR, Dec. 12.—(Special.)—The Admiral oriental liner Eldridge, from Hongkong, arrived today to load at the port terminal.

The motorship Lassen arrived from San Pedro to take lumber at the E. K. Wood mill, Hoquiam.

The steamer Daisy Gadsby arrived from San Pedro to load at the Bay City mill, Aberdeen.

The steamer Carolyn arrived from Seattle to load for the east coast.

The motorship William Donovan cleared for San Pedro with lumber cargo from the Donovan mills, in Aberdeen.

The steamer City of Vancouver cleared for Australia via Astoria, with a large cargo of lumber from harbor mills.

TACOMA, Wash., Dec. 12.—The big British steamship Protesilaus of the Blue Funnel line, which began loading logs and lumber Monday, will take about 2,000,000 feet of lumber from here.

The Steel Ranger, another arrival, will load 600,000 feet of lumber for the Atlantic coast.

Tomorrow the Harrison liner Logician will be here to load lumber for Europe and the Carolinian was reported due to load lumber.

The Tiger, in the Atlantic coast service, was due and the Pequot, to load for Australia, also was expected.

The Japanese steamer Somodono was expected the latter part of the week to take lumber here.

The Nome City arrived at the Baker dock from San Francisco late last night and after loading at the Stevens and other docks, departed for California, via Mukilteo, this morning.

Friday at 11 o'clock Uncle Sam will hold a sale in the appraiser's store of the federal building of goods of various sorts and conditions. The goods auction will consist of toys, ornaments, fish baskets, poles and several shotguns and violins that have come into the possession of the government. This is the first sale the customs department has had here in some time.

The Blue Funnel steamer Eurypylus arrived at the Sperry and Tacoma Grain dock last night and loaded flour for Europe. She departed this evening for Liverpool, via ports.

The President Madison of the Admiral-Oriental line is due at the Tacoma Grain and Sperry docks tomorrow to load flour for the orient.

SAN FRANCISCO, Dec. 12.—The Robert Dollar Steamship company has bought the United States army transport Dix and it is to be reconditioned for the company's service, according to an announcement today. It was reported that $25,000 was the sale price. It was announced at the offices of the company that the trade service of the vessel had not been determined. The Dix is the third transport to be disposed of by the government, the Sherman and Logan having been sold to the Los Angeles Steamship company, and from San Pedro to Los Angeles, Cal. The Dix has been laid up for some time at this port, following more than a quarter of a century of service in the Pacific. She was built in 1892.

The Japanese steamer Siberia Maru arrived today with 49 cabin passengers and 2857 tons of freight. In the cargo were eight boxes of gold from Dairen, valued at $250,000; 457 cases of furs also from Dairen, valued at $37,000, and 790 bales of silk.

The steamer Rainier, arriving today from Seattle, brought as the principal part of its cargo 1472 bales of Christmas trees.

COOS BAY, Or., Dec. 12.—(Special.)—The steamer Admiral Goodrich, which arrived from Portland today, began loading lumber at the Bay Park mill and will not sail for San Francisco until tomorrow morning.

The motor vessel May Hanlon, which discharged freight yesterday at the Ocean dock, sailed on north to the Siuslaw river last night at 6:20.

The steamer Munindies, which started her lumber cargo yesterday at the Buehner mill, this afternoon moved up to the port dock where a large amount of additional lumber is to be taken.

The steamer Wellesley, due today from the south, had not put in an appearance late tonight. She is to load a lumber cargo at the North Bend Mill & Lumber company dock.

A Japanese steamer, whose name has not been announced, which is due to arrive on Coos bay Friday to take a lumber cargo for the orient.

The gasoline schooners Tramp and Osprey, of Rogue river, sailed this morning with general freight cargoes for Wedderburn and Gold beach at 7:30 A. M., and 7:30 A. M.

The auxiliary motor vessel Sequoia was finishing her lumber cargo this afternoon at the port dock.

SEATTLE, Wash., Dec. 12.—Purchase by the Washington Tug & Barge company of this city of the Puyallup, Ahmik and Odiwin, hulls left unequipped when the world war ended, from the Equitable Transportation company, was announced today by Captain J. C. Brownfield of the Washington Tug & Barge company, and L. B. Barde of the Barde Steel & Machinery company, agent for the Equitable company. The hulls were part of a fleet laid by in Lake Union that the Equitable company bought from the shipping board. Captain Brownfield said that the hulls would be made into seagoing barges, but that he did not know how soon.

With the arrival here today of E. J. Brandreth, New York city, and Captain W. J. Edwards, San Francisco, announcement was made that the Argonaut Steamship company would enter the intercoastal trade with freighters which on the Pacific would call only at San Francisco, Portland and Puget sound. The service is to start with the departure next month from New York of the steamship Sagadoboc, to be followed by the Maine in February.

The Cary-Davis Tug & Barge company today announced that it had bought this ocean-going tug Humaconna from the shipping board and that the boat under command of Captain D. G. Moore of Seattle, is on her way to Puget sound from New York, via the Panama canal. The Humaconna will be the second boat of her class at this port, the San Monarch having been brought here four months ago. The Humaconna is 150 feet long, of 28 feet beam and 16 feet six inches depth.

The Isthmian line freighter Birmingham City, which shifted tonight to British Columbia to load, is expected to return here next week to complete cargo. Delayed by test of a new steam pipe, the Bessie Dollar, which was expected to leave here last night, departed today for British Columbia to resume service after an accident at sea.

VANCOUVER, B. C., Dec. 12.—The Dominion Shipping company reports the steamer West Cahokia due tomorrow to load lumber for Australia.

The motorship Lima is discharging California freight and will load European general cargo and grain here.

The steamship Logician has sailed for Nanaimo and Pacific coast ports to complete cargo for the United Kingdom.

The steamship Canadian Traveler with sugar was due here tonight.

The French line steamship St. Joseph arrived today with wine and general cargo and will load wheat and general.

SAN PEDRO, Cal., Dec. 12.—The tanker Devolente, first of a fleet of 30 carriers which will transport oil from Los Angeles to the east coast for the shipping board, will make its initial sailing from this port January 1. It was learned today.

Followers of Rev. E. J. Lewis, president of the Liberian Transportation company and Church of the Ark and builders of the "ark" which sank here some time ago while being launched, will return to Liberia on the steamer Brutas. It was announced today by the Rev. Mr. Lewis, who said the Brutas probably would sail from here February 1.

The tanker D. G. Scofield arrived tonight from New York with 1200 tons of pipe and 300 tons of caustic soda for local delivery.

The coastwise liner Yale, which lost 60 feet of its starboard railing and the companionway from the main deck to the lower deck, in a 70-mile gale last Sunday, resumed its regular schedule today with all damaged parts repaired.

SAN PEDRO, Cal., Dec. 12.—Arrived: H. T. Harper, from San Francisco, 6:45 A. M.; Chiapa (Mexican), from Mazatlan, 7 A. M.; Neches, from San Diego, 7 A. M.; Edward Luckenbach, from San Francisco, 9 A. M.; Tuscan Star (British), from San Francisco, 11 A. M.; San Diego, from Tacoma, 11 A. M.; Floridan, from Boston, 1:15 P. M.; Atlas, from San Diego, 4 P. M.; D. G. Schofield, from New York, 7:30 P. M.; Admiral Evans, from San Diego, 9 P. M.

Sailed: Akera (British), for Balboa, 4 A. M.; Richmond, for Richmond, 4:10 A. M.; Admiral Evans, for San Diego, 5 A. M.; Mahukona, for Grays harbor, 7 A. M.; Ocean Prince (British), for London, 7:15 A. M.; Montebello, for Martinez, 9:45 A. M.; Harry Luckenbach, for San Francisco, 12 noon; Yale, for San Francisco, 4 P. M.; Baja California (Norwegian), for Vancouver, B. C., 5 P. M.; Newport, for San Francisco, 5 P. M.; H. T. Harper, for Willbridge, 3:15 P. M.; Chiapas (Mexican), for San Francisco, 6 P. M.

Movements of Vessels.

PORTLAND, Dec. 12.—Arrived—9:30 A. M., French steamer Indiana, from Tacoma; 10:30 P. M., steamer Hawaiian, from Raymond.

Departed—1:30 A. M., Dutch steamer Moerdyk, for Southampton; 7:30 A. M., steamer Dilworth, for Port San Luis; 5 P. M., motorship Kennecott, for New York, via Puget sound.

ASTORIA, Dec. 12.—Left up at 5 last night, French steamer Indiana. Sailed at 8:40 A. M., steamer R. J. Hanna, for San Pedro. Arrived at 10:20 A. M., steamer Trinidad, from San Francisco. Arrived at 10:35 A. M. and left up at 12:30 P. M., steamer Hawaiian, from Tacoma. Arrived down at 10 A. M., Dutch steamer Moerdyk. Arrived at 12:55 P. M., British steamer City of Vancouver, from Grays Harbor. Sailed at 2:45 P. M., steamer Dilworth, for Port San Luis. Arrived at 3:05 and left up at 5 P. M., steamer West Keats, for the orient.

SAN FRANCISCO, Dec. 12.—Arrived: El Dorado, from Anacortes, 12:10 A. M.; Tahoe, from Willapa, 2:05 A. M.; Avalon, from Grays harbor, 4 A. M.; Lurline, from Honolulu, 4:30 A. M.; C. D. Kingsley (Br.), from Blubber bay, 6:15 A. M.; Rainier, from Port Angeles, 6:50 A. M.; Siberia Maru (Jap), from Hongkong, 7:55 A. M.; Crescent City, from Astoria, 8:05 A. M.; Willpolo, from Grays harbor, 8:35 A. M.; Charlie Watson, from Tacoma, 3 A. M.; El Segundo, from Port Angeles, 11:20 A. M.; C. A. Smith, from Coos bay, 12 noon; F. S. Loop, from Astoria, 1:10 P. M.; Bertie Hanlon, from Bandon, 1:15 P. M.

Departed: Kentuckian, for Seattle, 1 P. M.; Commercial Trader, for Portland, 11:55 A. M.; W. S. Miller, for Point Wells, 6:30 A. M.

ABERDEEN, Wash., Dec. 12.—Arrived: Eldridge, from Hongkong; motorship Lassen, from San Pedro; Daisy Gadsby, from San Pedro; Carolyn, from Seattle.

Sailed: Motorship William Donovan, for San Pedro; City of Vancouver, for Astoria.

SAN DIEGO, Cal., Dec. 12.—Arrived: Admiral Evans, from Portland, San Francisco and San Pedro, noon; Washington, from Eureka, 8 A. M.; Vaquero, from San Pedro, 7 A. M.; Katherine, from Eureka, 1:30 P. M.

Sailed: Battleship Pennsylvania, for Bremerton, via Keyport, noon; Atlax, for San Pedro, 6 A. M.; Admiral Evans, for Portland and way ports, 4 P. M.; Vaquero, for San Pedro, 11 P. M.; Neches, for San Pedro, 11:45 A. M.; Washington, for Eureka, 4:30 P. M.

TACOMA, Wash., Dec. 12.—Arrived: Nome City, from San Francisco during night.

Sailed: Nome City, for San Francisco, via Mukilteo, 11:15 A. M.; Steel Ranger, for New York, via San Francisco, 5 P. M.

SEATTLE, Wash., Dec. 12.—Arrived: Boxer, in tow of U. S. C. G. Snohomish, from San Francisco; Tiger, from British Columbia; Tees, from British Columbia; Fulton, from British Columbia.

Departed: West Capokis, for Genoa bay, B. C.; H. F. Alexander, for San Francisco; Kaga Maru for Vancouver, B. C.; Bessie Dollar, for Vancouver, B. C.; Brush, for Grays harbor; Spokane, for southeastern Alaska; Birmingham City, for Vancouver, B. C.

PORT GAMBLE, Wash., Dec. 12.—Arrived: Julia Luckenbach, from Port Ludlow, noon.

SAN FRANCISCO, Dec. 12.—Sailed at 7 A. M., steamer Tiger, from New York, for Portland and Puget sound. Arrived at 8 A. M., steamer Willpolo, from Portland and Puget sound, for New York. Arrived at 8 A. M., steamer Crescent City, from San Pedro, for Portland.

SAN PEDRO, Cal., Dec. 12.—Arrived—Steamer Floridian, from Boston, for Puget sound and Portland; motorship Boobyalla, from Portland, via San Francisco.

COOS BAY, Dec. 12.—Arrived—Steamer Admiral Goodroch, from Portland, for Eureka and San Francisco.

PAITA, Dec. 11.—Arrived—Steamer Colusa, from Portland, for Valparaiso.

BALTIMORE, Dec. 10.—Sailed—Steamer Charlton Hall, for Portland and Puget sound.

BOSTON, Dec. 10.—Sailed—Steamer Paul Luckenbach, for Portland and way ports.

SAN FRANCISCO, Dec. 12.—(Special.)—The Japanese steamer Taibu Maru reported 800 miles east of Kashiro, December 9, short of fuel, burning cargo for fuel.

HAVRE, Dec. 11.—Arrived: La Savie, from New York.

COPENHAGEN, Dec. 12.—Arrived: Heilig Olav, from New York.

NEW YORK, Dec. 12.—Arrived: Limon, from Port Barrios; Cambria, from San Francisco; Samuel Q. Brown, from San Pedro.

ALGIERS, Dec. 4.—Arrived: Captain S. Demaine, from New Orleans.

VENICE, Dec. 7.—Arrived: Teresa, from New Orleans.

BALTIMORE, Dec. 12.—Arrived: Ensley City, from San Francisco.

NAGASAKI, Dec. 7.—Arrived: Sciaria, from San Francisco.

CRISTOBAL, Dec. 11.—Arrived: Steel Engineer, from San Francisco.

TUNIS, Nov. 28.—Arrived: Handicap, from San Francisco.

YOKOHAMA, Dec. 8.—Arrived: Stratsberg, from Portland; Bondowoso, from Portland, Or.

HULL, Dec. 9.—Arrived: Borguland, from San Francisco.

HONGKONG, Dec. 11.—Arrived: Apus, from San Francisco; Margaret Dollar, from San Francisco.

SHANGHAI, Dec. 11.—Arrived: Shidzuoka Maru, from Seattle.

LONDON, Dec. 11.—Arrived: Dinteldijk, from San Francisco.

MANILA, Dec. 11.—Arrived: Eastern Sailor, from Portland, Or.

SOUTHAMPTON, Dec. 11.—Arrived: Nebraska, from San Francisco.

MELBOURNE, Dec. 11.—Arrived: West Islip, from San Francisco.

GOTHENBURG, Dec. 8.—Arrived: Pedro Christopherson, from San Francisco.

TIENTSIN, Dec. 11.—Arrived: Scalaria, from San Francisco.

KOBE, Dec. 8.—Sailed: Burma Maru, for Seattle.

SHANGHAI, Dec. 9.—Sailed: President Wilson, for San Francisco.

CRISTOBAL, Dec. 11.—Sailed: Delaware, for San Francisco; Missourian, for Seattle.

Tides at Astoria Wednesday.

High Water.	Low Water.
8:21 A. M....9.0 ft.	1:53 A. M....2.1 ft.
9:02 P. M....7.0 ft.	3:10 P. M....1.8 ft.

FUGITIVE IS CAUGHT

Man Wanted in Oregon City Held by Los Angeles Police.

OREGON CITY, Or., Dec. 11.—(Special.)—G. H. Nelson, wanted by the authorities here on a charge of defrauding the guardian of a minor for whom he was bondsman, was arrested Saturday in Los Angeles according to word received by S