DREDGES MAY HELP REBUILD ASTORIA

Port Plans to Lend Equipment to Burned Area.

OPEN BIDDING ORDERED

Competition of Building of Pilot Boat Not to Be Restricted to Portland.

Dredging equipment of the Port of Portland commission may play a part in the upbuilding of Astoria's burned business district. Additional filling is planned and part at least in conjunction with a proposal for the state highway commission to assist in the restoration of a main travel artery through the city.

It was said at yesterday's meeting of the Port of Portland commission that as yet the matter of dredging at Astoria was in only preliminary stages. But it was said if the work was to be finally decided as had been unofficially outlined this week it would require one of the 20-inch pipeline dredges six months to complete it. As the Tualatin and Columbia are at the new plant of the Long-Bell Lumber company it would leave the dredge Willamette for the Astoria job. She is at present working above the Hawthorne avenue bridge and will be there about two weeks, after which she shifts to the lower harbor.

Harbor Is Surveyed.

J. H. Polhemus, general manager of the port, said a detailed survey had been finished of the harbor from the north end of Ross island to the mouth of the Willamette river and up Oregon slough as far as the bridge of the Spokane, Portland & Seattle railroad. There are 14 sectional blueprints covering the entire stretch, and copies are to be provided for the government engineers, river pilots, federal steam vessel inspectors and others interested. As changes are found in any of the sections, new ones are to be printed.

Survey details are yet to be gotten out as to a hardpan formation off the dock of the Star Sand company and more work of the character will be carried out with respect to a rocky formation between the dock of the Associated Oil company and that of the Beaver-Linnton Lumber company. The latter structure was recently built and lumber has been assembled for shipment but at the present stage of water there is a question about deep-draft vessels getting into the berth.

Open Bidding Ordered.

The commission rescinded a resolution adopted with respect to bids on the new pilot boat being restricted to builders within the Port of Portland district, and adopted another that provides for bidding to be open to all with the privilege retained by the commission, as provided by law, to award the contract within the district on a 5 per cent differential. Plans for the boat are to be ready in about a week, it was indicated. Information that boat builders on the lower river and in other parts of the state are anxious to bid on the vessel and, judging from other contracts of late, at decidedly low figures the commissioners felt they should take advantage of getting the most desirable proposal.

Mr. Polhemus reported steps taken with respect to negotiations with the commission of public docks for the purchase of the 15,000-ton drydock. The replacement cost of the dock at present was given as $1,033,693 and depreciation for two years was figured at $111,651, making the purchasing basis $922,042. The amounts had been discussed with representatives of the dock commission, but it was said a final understanding had not been reached.

Fireboat Station Protested.

Mrs. J. B. Montgomery, owner of the Montgomery dock property on the east side, appeared before the commission with respect to the proposed location of a fireboat station alongside the dock property. The station is protested on the ground it would prevent accommodation of vessels at the dock as at present, and they would be unable to "overlap" on the station slip. Members of the commission suggested that a site might be arranged for at the drydock property, which they regarded as more desirable for a fireboat station, since it would be in proximity to terminal No. 4 and large lumber and other manufacturing plants, whereas much time would be lost in making a run to any of them from the Montgomery dock site. It was decided to request that a committee from the dock commission join with one from the port, including F. M. Warren, president; Harry Sargent and Manager Polhemus, and they take up the question of a site at the drydock with City Commissioner Bigelow.

The tax supervision and conservation commission informed the port that its budget had been approved. The total budget was $1,142,090. Of the amount $507,358 is to be derived from sources other than taxes, so the levy was made for $634,731.

TWO NEW STEAMERS COMING

Moore & McCormick to Increase Intercoastal Carriers.

Acquisition of two additional steamers by Moore & McCormick and their assignment to the intercoastal service established a short time ago, was made known yesterday by telegraph to Chalmers & Cartwright, Oregon representatives of the fleet. It was promised that ultimately the Moore & McCormick flag will maintain a 15-day service.

One of the vessels taken over is the Red Hook, of 2589 tons net register, which is renamed the Commercial Traveler, and the other is the Hoboken, of 2837 tons, which will be the Commercial Spirit. The former leaves New York December 23 and the latter January 10, going by way of Philadelphia and Baltimore. The Commercial Trader is to be in the harbor today and included in her cargo is more than 600 tons of coal and 478 tons of general freight. The Commercial Guide will be along about January 5, she having left Baltimore December 6. The Commercial Pathfinder was here last month, she having initiated the service. In the through intercoastal trade Moore & McCormick are widely known operators and promise to be important factors in the future developments of business between the two coasts.

COLUMBIA LINES TIED UP

Iralda Held in Cascade Locks and Madeline in Portland.

With the Columbia river reported frozen over at The Dalles, the steamer Iralda held in the Cascade locks, virtually frozen in because the gates could not be opened, and the steamer Madeline held at this end of the line, navigation as far as the regular service on the middle Columbia river is temporarily suspended.

Captain L. P. Hosford of the Harkins Transportation company, which operates the vessels, forwarded freight that was on the Madeline for The Dalles and way points by railroad yesterday, and until conditions change no shipments are to be received. The Madeline had shifted over to the night run this week, but could not complete the first trip because of the ice.

The steamers Undine and Lurline are being operated on the lower river between Portland and Astoria, but the Undine, leaving last night, was routed by way of Willamette slough to St. Helens, thereby escaping ice running in the main river, which was reported collecting to some extent in the vicinity of Warrior rock. The Lurline leaves tonight, and as both vessels are sheathed forward they can get along. The ice in the lower river not being heavy, but sharp, necessitates precautions being taken to protect the hulls of wooden vessels. Towing log rafts and such traffic has not been held up as yet and deepwater carriers are moving.

BETTER CHANNEL SOUGHT

ST. HELENS ASKS PORTLAND TO AID PROJECT.

Removal of Nigger Creek Bar Is Urged to Allow Passage of Large Ships.

Portland interests are to join with those of St. Helens in an effort to afford early relief in the way of improved channel conditions at what is known as Nigger creek, which bar has given trouble when ships are loaded to deepdraft. The Port of Portland commission was asked yesterday to lend support. As the locality is without the confines of the port district, yet a point that plays a highly important part in the movement of lumber from the Columbia river zone, it was decided to aid in placing the situation before federal authorities.

Colonel George H. Kelly, a member of the port commission, is at Washington, and he is to be informed by telegraph of the case and asked to make known the need for action, probably being assisted by members of the Oregon delegation in laying it before the chief of engineers. A detailed presentation is to be forwarded immediately by mail as well. As St. Helens is not situated so as to benefit from operations in the main channel project, it is necessary for special work to be provided for.

In placing the subject before the port commission H. F. McCormick of the St. Helens Lumber company made the following statement:

We have had the project approved by the local United States engineers as well as by the engineers in authority in Washington, D. C., not as a separate item but to go into the budget as part of the main Columbia river work. The United States engineers at Portland estimated $2000 a year would maintain this channel after once deepened to the proper depth. But it seems that no appropriation has been made in Washington for this work although it has been approved by the United States engineers. It is a very serious concern to us for the reason that two Japanese steamers were grounded within the last two weeks and the American steamer Munson was grounded within the last few days. It has also been intimated that those in authority will suggest to the board of marine underwriters that all ships having a draft exceeding 22 feet will not be permitted to come into St. Helens. For your information we might state that 151 vessels called at St. Helens and took on cargo during the first ten months of the year and 45 were large tramp steamers with a draft exceeding 22 feet.

The McCormick steamship line has closed charters covering the year 1392 on seven large steel vessels for the Atlantic coast trade, making the Columbia river the principal port of call. Besides we will have many other vessels to load for the Atlantic coas tand foreign ports.

It might be said that every steamer that takes a ncargo at St. Helens also takes on cargo at Portland or down river points. Practically all the large steamers either discharge cargo or take on part cargo in Portland, so we assume that the whole river is concerned in the deepening of St. Helens channel.

Fuel Oil Service Changed.

Tank steamers in the Struthers & Barry fleet, which are transporting fuel oil for requirements of the shipping board, are to be consigned at Portland in the future to the firm of Chalmers & Cartwright, which has been named agents for the vessels. The shipping board stores oil for the use of its vessels bunkering here at the plant of the Associated Oil company and with the increase of late in the oriental fleet a larger consumption is expected.

Marine Notes.

The Norwegian motorship Theodore Roosevelt, loading for European ports, moved yesterday from terminal No 4 to the Portland flour mill and will probably sail tonight.

The steamer Hollywood, of the Australian service of Swayne & Hoyt, which shifted from the Clark & Wilson mill yesterday to terminal No. 4 and moves to the Eastern & Western plant today to load 250,000 feet of lumber, will probably sail tomorrow. The steamer West eessup, of that company's service to the east coast of South America, is to be in about January 1 and her inbound cargo will include coffee and linseed.

The steamer Montague is due today from the orient in the service of the Columbia Pacific Shipping company with 1000 tons of copra and 300 tons of other freight. The Eastern Sailor is loading Philippine copra and it is understood she will probably have one of the largest lots let delivered at Portland.

K. Uyetain of Seattle, representing Mitsui & Co., was in the city yesterday calling on shippers and commercial interests. The Japanese steamer Mandasan Maru, of that fleet, loading here for Yokohama, Kobe, Shanghai and Dairen, will probably have the last of her cargo aboard so as to sail today. She moved yesterday from Irving to Columbia dock.

The steamer Atlanta City, of the Isthmian line, leaves today with cargo for New York and Boston. The vessel loaded lumber at Westport and took on the last of her Portland freight at terminal No. 1, from where she sails.

The steamer Indiana, of the French line, moved yesterday from terminal No. 4 to the Inman-Poulsen mill.

The steamer Trinidad, which arrived in the river Wednesday, is loading lumber at Kalama for San Francisco.

The steamer West Keats, which arrived from oriental ports Tuesday night, finished discharging at terminal No. 1 yesterday and moved to the Peninsula mill to start her return cargo.

The steamer Johan Poulsen is finishing her lumber cargo at Westport and is expected to sail today for San Pedro.

The motorship La Merced, loading lumber at St. Helens for San Pedro, is to shift to the dolphins at Columbia City today to finish.

The tank steamer La Purisima, from Port San Luis with cargo for the Union Oil company, was an arrival at Willbridge last night.

The steamer Memnon, which the General Steamship corporation is operating in the west coast trade, reported in the river yesterday, coming by way of Aberdeen.

Tides at Astoria.

High.	Low.
10:06 A. M...8.8 feet	3:59 A. M...2.7 feet
11:11 P. M...7.6 feet	3:07 P. M...0.2 feet

Read The Oregonian classified ads.

DOCK REVENUES GROW

INCREASE FOR YEAR WILL BE SUBSTANTIAL.

Handling of Wheat at Terminals Indicates Large Gain This Year Over 1921 Season.

Revenues derived from the operation of municipal terminals during November increased the showing for the year to date to $575,172.28, as compared with $465,918.21 for the same period in 1911, G. B. Hegardt, chief engineer of the commission of public docks, indicated yesterday in his monthly report. Another gain illustrated in the report was in wheat handled at the municipal elevator, which was 2,632,266 bushels from July 1 to December 1, while for those months last season the movement aggregated 1,594,200 bushels. For all of the 1921-22 cereal season the quantity handled was 3,929,167 bushels.

Mr. Hegardt drew attention of the commission to the cargo congestion at terminal No. 1, due to the excessive shipments via the intercoastal route, and said it had been overcome, largely as a consequence of prune shipments having been cleaned up. The intercoastal business increased over October, while there was a slackening of freight moving over the municipal properties destined for foreign and coastwise ports.

The commission passed an ordinance and declared an emergency in certifying the 1923 budget to the county clerk and county assessor, a step that is taken each year on the failure of the council to make a levy in behalf of the dock commission. The tax supervising and conservation commission advised the dock commission of the approval of its budget, which is certified to the county officials as amounting to $694,850, of which $658,404.87 is for interest and sinking fund and $36,445.13 for necessary expenses of maintenance and operation.

Engineer Hegardt's recommendation that 400 feet of steel hose be purchased, with which to introduce steam into vegetable oil tanks aboard vessels at terminal No. 4 to discharge, so the fluid could be heated to facilitate pumping, was adopted and the purchase authorized.

Much time was taken with a discussion as to alleged excessive delivery of wheat to the Gray-Rosenbaum Grain company at the municipal elevator in connection with loading vessels, also a counter claim of the company respecting alleged shortages. The situation involves warehouse receipts, so it was decided to refer the controversy to a committee consisting of Chairman Burgard, Engineer Hegardt and W. P. La Roche, counsel.

Permission was given to D. C. O'Reilly to make changes and reconstruct part of gravel and sand bunkers north of the east approach of the Hawthorne avenue bridge.

Notice was received from the building trades council to the effect the wage scale adhered to during 1920 would be in force after March 1, 1923.

Pacific Coast Shipping Notes.

ASTORIA, Or., Dec. 14.—(Special.)—The Japanese steamer Meiwu Maru, with wheat from Portland, sailed at 7:30 last evening for Europe, via British Columbia.

The steam schooner Celilo, with lumber from St. Helens, sailed at 7:30 this morning for San Pedro.

The steam schooner Ryder Hanify, with lumber from Westport, sailed at 12 last night for San Pedro.

The steamer Admiral Farragut sailed at 9 o'clock today for San Francisco and San Pedro, with freight and passengers from Portland and Astoria.

The steamer Rose City, with freight and passengers from Portland and Astoria, sailed at 8 o'clock last night for San Francisco.

The steam schooner Daisy Freeman arrived last evening from San Francisco and is loading lumber at Warrenton.

The steam schooner Frank D. Stout shifted this morning from Rainier to Warrenton, where she will complete her cargo of lumber.

The steamer Texan arrived at 11 o'clock today from Seattle and went to Portland to pick up freight for Hamburg.

The steamer Commercial Trader was due tonight from Baltimore, via San Francisco, en route to Portland.

The tank steamer La Purisima is due from California with fuel oil for Astoria and Portland.

GRAYS HARBOR, Wash., Dec. 14.—(Special.)—Led by the Pacific Steamship company's liner Munrio, Captain E. A. Sadler, and with the rear brought up by the four-masted schooner Alvena, Captain A. Abrahamson, a fleet of seven vessels laden with lumber crossed the Grays Harbor bar outward at 9:30 A. M. The sight of the seven vessels plying over the bar in a regular squadron formation was a spectacle to excite interest among the saltiest of deep-water tars.

The ships clearing port were the steamers Munrio, Memnon, Oregon, Tamalpais, George L. Olson and J. B. Stetson, and the schooner Alvena. After reaching the bar the Alvena dropped her tow, set her canvas and proceeded to sea under a fresh northeasterly breeze. The bar was quite smooth, the northeast wind beating down the usual westerly swells.

The Munrio cleared for Baltimore, New York and Portland, Me., direct with a full lumber cargo, most of which was loaded on Grays harbor.

George L. Olson left for San Pedro with a cargo of lumber loaded at the port terminal and the Wilson mill.

Steamer J. B. Stetson cleared for Santa Barbara with lumber from the A. J. West mill, Aberdeen.

Tamalpais went to San Francisco with cargo from the E. K. Wood mill, Hoquiam.

Oregon started for San Pedro with cargo from the Wilson mill, Aberdeen.

Steamer Memnon left for Valparaiso, Chile, via Portland, San Francisco and San Pedro, with lumber from several Harbor mills.

Schooner Alvena left for San Pedro with lumber from the National mill, Hoquiam.

The steamer City of Spokane will be due Saturday from Seattle to load a large lumber cargo here for the orient.

COOS BAY, Or., Dec. 14.—(Special.)—The auxiliary motor craft Sequoia, with a lumber cargo taken on at several docks on Coos bay, was towed to sea this morning by the tug Oregon and departed for San Pedro.

Captain J. J. Swenson of the steam schooner Wellesley said that the lumber cargo the craft is loading will be delivered at San Francisco. The Wellesley has been going to San Pedro in the past.

The steamer Cotton Plant arrived last evening from the south at 7:30 and today was loading cargo at the electric dock.

After being in port for two days, the steamer Admiral Goodrich sailed yesterday evening at 5:45 for Eureka and San Francisco. The steamer loaded considerable lumber this trip at the Bay Park mill.

The Coos Bay Lumber company steamer Johanna Smith sailed this morning at 8:55 for Bay Point with her customary 1,500,000 feet of lumber taken on at the Smith electric dock.

Captain B. W. Olson of the steamer Cotton Plant, which rescued 17 Indians from the British steamer Orteric on Fish rock transferred them to the steam schooner Claremont before leaving the scene and they were returned to San Francisco.

The motor craft Mary Hanlon, which has been taking lumber cargoes from the Siuslaw river, is now at Reedsport, loading a lumber cargo.

The gasoline schooner Osprey arrived this afternoon from Rogue river, coming for a general freight cargo.

TACOMA, Wash., Dec. 14.—At the port pier today the Blue Funnel liner Protesilaus was finishing her lumber and log cargo for Japan and the Carolinian, which berthed last night, was loading lumber.

Tomorrow the Williams line motorship Kennecott is listed to arrive at the port pier from New York with local freight and will load cargo here. The Logician of the Harrison line is expected in tonight from Glasgow to load at this dock.

The arrival of the Pequot marks the first time in the history of the port of Tacoma that a vessel flying the flag of Panama has berthed here. The craft is owned by the California Steamship company of San Francisco. The vessel is manned by Chinese with white officers. Under the Panama flag, the vessel can operate at less cost than under the United States, it is said.

The Nika is due at the Baker dock tomorrow morning to load for California.

The Kentuckian is also expected at the Baker dock tomorrow.

The Oregonian, of the United American line, sailed for Europe today after loading at the Baker dock. The Oregonian will stop on Willapa harbor to load some cargo.

From California ports the Dorothy Alexander is due tomorrow evening at the Commercial dock.

SAN PEDRO, Cal., Dec. 14.—Admiral Burton of the Pacific fleet and officers of his staff today conducted their semi-annual inspection of the flagship California, a feature of which was the repulsion of a sham attack by submarines, aircraft, destroyers and dreadnaughts of an imaginary enemy fleet.

The United States survey ship Discoverer left early today to resume its survey of the ocean floor off southern California, after having picked up additional men at this port. The Discoverer will remain in southern California waters until February 15 and will then sail for Alaska.

Fifteen hundred tons of fertilizer, 3800 bags of coffee and several hundred tons of general freight will be due here Saturday on the shipping board freighter West Jessup from South American ports.

Two hundred and forty-nine ships were handled at municipal docks during November, according to figures issued by harbor officials today.

VICTORIA, B. C., Dec. 14.—With 1000 tons of freight for Victoria besides cargo for other ports on the North Pacific coast, the British steamer Astyanax of the Blue Funnel line left Swansea, last port of call in the United Kingdom, Tuesday. She is due here about January 25.

SAN FRANCISCO, Dec. 14.—The British steamer Orteric, which went on the rocks and was wrecked at Fish Rock, south of Point Arena, Monday night, will be advertised for sale "where is as is," according to an announcement today by Captain W. H. Kennedy, local representative for Lloyds of London and also representing Andrew Weit & Co., owners of the vessel.

It was said the steamer had broken in two between No. 1 and No. 2 holds and has been badly battered by the surf.

The United States shipping board freighter Vinita, operated by Swayne & Hoyt, which has been on the Bethlehem drydock having a new stern frame installed, left the ways today and went to the company's pier. The Oceanic liner Sonoma, after having a new propeller installed, is now at pier 37 taking cargo for the outbound voyage. The steam schooner Brunswick is on the dock for cleaning and painting and the ex-United States transport Dix is being reconditioned for mercatile service.

The three-masted schooner Resolute arrived today 75 days from the Solomon islands with 650 tons of copra. The keel of the vessel was damaged when she struck a reef entering the harbor at Lord Howe's island.

The Union Oil company has chartered the tanker Imlay from the United States shipping board for ten voyages between San Francisco and San Pedro, the first trip starting Saturday.

SEATTLE, Wash., Dec. 14.—In accordance with a decision announced several weeks ago, Chinese in the engine-room crew of the President Madison, which is to leave for the orient next Thursday ,have bee nreplaced by Americans ,the Admiral-Oriental line reported today. The 34 Chinese firemen, oilers and water tenders of the Madison are to be returned to Hongkong, where they were signed on.

The steamship Northwestern was drydocked here today for overhauling, including cleaning and painting.

The motorship Kennecott of hte Williams line, which completed her seventh round-trip voyage to the Atlantic coast on arrival here today, is to undergo her annual inspection before leaving.

The British steamer Nichteroy of the Royal Mail Steam Packet company is to arrive here in ballast Christmas day to load apples and other cargo for the United Kingdom.

The steamship Nika, which was bought by the Everett Packing company and repaired after she went ashore on Vancouver island in July, shifted to Tacoma to load for San Francisco and San Pedro. Peter Johnsen, formerly mate of the steam schooner Port Angeles, is master of the Nika.

VANCOUVER, B. C., Dec. 14.—The tanker La Brea of the Union Oil company arrived last night with California fuel oil, discharged at the Coal Harbor tanks and left today for San Francisco.

The Canadian Pacific steamship Empress of Canada departed at 1 P. M. today for the orient with more than 600 passengers. She was delayed an hour awaiting mail.

The Japanese freighter Hokkoh Maru was due tonight from San Francisco to load a full cargo of lumber at Hastings mills for South Africa.

Port Calendar.

To Arrive in Portland.

Vessel—	From.	Date.
Montague	Orient	Dec. 15
Com'l Trader	New York	Dec. 15
Tiger	New York	Dec. 15
Chattanooga City	New York	Dec. 15
Robt. Luckenbach	New York	Dec. 16
Orgeonian	Baltimore	Dec. 16
Harry Luckenbach	New York	Dec. 18
Katuna	Europe	Dec. 18
Tjileboet	Batavia	Dec. 18
Adm. Evans	San Diego	Dec. 18
Northern Star	New York	Dec. 18
Lena Luckenbach	N. Orleans	Dec. 19
Rose City	San Fran	Dec. 19
Adm. Goodrich	San Fran.	Dec. 20
Adm. Farragut	San Diego	Dec. 25
Roman Star	Europe	Dec. 28

To Depart From Portland.

Vessel—	For.	Date.
Mandasan Maru	Japan	Dec. 15
Indiana	Europe	Dec. 15
Atlanta City	New York	Dec. 15
Theo. Roosevelt	Europe	Dec. 15
Hollywood	Australia	Dec. 16
Tiger	New York	Dec. 16
Hannawa	Orient	Dec. 16
Texan	Europe	Dec 17
Com'l Trader	New York	Dec. 18
Robt. Luckenbach	New York	Dec. 18
Adm. Evans	San Diego	Dec. 20
Adm. Goodrich	San Fran.	Dec. 22
Rose City	San Fran	Dec. 22
Adm. Farragut	San Diego	Dec. 27

Vessels in Port.

Vessel—	Berth—
Annette Rolph	Couch street.
Atlanta City	Terminal No. 1.
Babinda	Supple's dock.
Daisy	Knappton.
Daisy Mathews	St. Helens.
Egeria	Drydock.
Ecola	Astoria.
Grande Guard	Inman-Poulsen's.
Hannawa	Inman-Poulsen's.
Hollywood	Terminal No. 4.
Johan Poulsen	Westport.
Indiana	Inman-Poulsen's.
Kifuku Maru	Globe mill.
La Merced	St. Helens.
La Purisima	Willbridge.
Mandasan Maru	Columbia dock.
Memnon	Left up.
Pawlet	Drydock.
Shasta	Westport.
Solano	St. Johns Lbr. Co.
Texan	Terminal No. 1.
Theo. Roosevelt	P. F. M. Co.
Trinidad	Kalama.
Wawalona	St. Johns moorings
West Keats	Peninsula mill.
Yoshida Maru No. 1	St. Helens.

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 20, per steamer President Madison, from Seattle.

For Hawaii, 1 A. M., December 18, per steamer Sonoma, from San Francisco.

For Hawaii, Japan, China and Philippines, 7:45 P. M., December 21, per steamer President Cleveland, from San Francisco.

Hydrographic Office Notice.

The following information is reported by H. E. Hermanson of the Coos Bay Lumber company:

Coos Bay bar—Depth of water on the bar at the average of the lower low waters, 23 feet. Aids to navigation in good order.

Carl W. Johanssen of the steamer Hartwood reports that November 25 depth of water on Grays Harbor bar at average lower low water was 20 feet. All aids to navigation on bar and in river in position and in good working order.

A. W. Reed, president Willapa Pilot association, reports depth of water on Willapa bay bar at average of lower low water was 30 feet.

GEORGE E. GANDY,
Nautical Expert (acting.)

Report from Mouth of Columbia River.

NORTH HEAD, Dec. 14.—Condition of the sea at 5 P. M., smooth; wind, east, 12 miles.

Read The Oregonian classified ads.

DRIVE GETS $1,049,000

SUCCESS FORECAST FOR WILLAMETTE ENDOWMENT.

Dr. John W. Hancher, Finance Councillor, Confident Fund Will Be Pledged.

"This is not an indigo bath, but there are shadows about," was the way Dr John W. Hancher, councillor in finance for the board of education of the Methodist Episcopal church, described the situation of the forward movement campaign for Williamette university, when called upon yesterday noon at the workers' luncheon in the Seward hotel. He gave the official figure as to pledges recorded for the school's proposed $1,250,000 endowment fund as $1,049,000.

"I have the faith," said Dr. Hancher, "that Oregon people, who are conservative, but who know a good thing when they see it, will pledge the full amount by next Wednesday midnight—the time set for accounting—and I am confident, but we must continue hard at work to put this great thing over. It can be done only in that way and, judging from your past efforts and the fine spirit shown all over the state, it will be done."

Dr. Hancher and his staff are in Portland and other portions of Oregon working hand to hand with the local people in the effort to obtain the pledges. If the total sum sought is in hand by next Wednesday night at 12 o'clock, it will mean that the university will be given an additional $350,000 by the general education board and, therefore, Methodist ministers and laymen are bending every energy to that end.

There was an unusually large attendance of ministers and laymen at yesterday's luncheon, at which it was reported that Portland had obtain $8,486 over the previous day's work. This is included in the total named for the state.

Movements of Vessels.

PORTLAND, Dec. 14.—Arrived at 4 P. M., steamer Annette Rolph, from San Francisco. Arrived at 11:55 P. M., steamer Texan, from Boston via Puget sound. Sailed: Steamer Hawaiian, for New York and way ports.

ASTORIA, Dec. 14.—Sailed at 11 last night, steamer Ryder Hanify, for San Pedro. Sailed at 8:40 A. M., steamer Celilo, for San Pedro via San Francisco. Sailed at 8:50 A. M., steamer Admiral Farragut, for San Diego and way ports. Arrived at 11:10 A. M. and left up at 1:30 P. M., steamer Texan, from Boston via Puget sound. Arrived at 2:45 P. M., and left up, steamer La Purisima, from Port San Luis. Arrived at 3:10 P. M. and left up, steamer Memnon, from Seattle.

SAN FRANCISCO, Dec. 14.—Sailed at 8 A. M., steamer Minnesotan, from Portland, for New York and Boston. Sailed at 10 A. M., steamer Robert Luckenbach, from New York for Portland and Puget sound.

SAN PEDRO, Dec. 14.—Arrived: Steamer Crescent City, from Columbia river via San Francisco. Arrived yesterday, steamer Wabash, from Philadelphia for Puget sound and Portland.

COOS BAY, Dec. 13.—Sailed at 6 P. M., steamer Admiral Goodrich, from Portland, for Eureka and San Francisco.

BELLINGHAM, Dec. 13.—Sailed at 11 A. M., steamer Texan, for Portland.

BOSTON, Dec. 13.—Arrived: Steamer Orleans, from Portland and way ports.

NEW YORK, Dec. 13.—Sailed: Steamer Horace Luckenbach, for Portland and way ports.

ANTWERP, Dec. 9.—Arrived: French steamer Nevada, from Pacific coast ports.

SEATTLE, Dec. 14.—Arrived at 7 A. M., motorship Kennecott, from New York via Portland.

ABERDEEN, Dec. 14.—Sailed at 10 A. M., steamer Memnon, for Portland.

KOBE, Dec. 11.—Arrived: Dutch steamer Bondowoso, from San Francisco via Portland, for Batavia.

BALBOA, Dec. 13.—Sailed: Steamer Orinco, from Philadelphia, for Pacific coast ports. Sailed: steamer Homestead, from Boston, for Portland and Puget sound. Sailed: steamer Munsomo, from Baltimore, for Pacific coast ports.

SAN FRANCISCO, Dec. 14.—Arrived—Resolute, from Solomon islands, 5:30 A. M.; Hague Maru (Jap.), from New York, 5:20 A. M.; Hyades, from Hilo, 6:10 A. M.; H. F. Alexander, from Seattle, 7 A. M.; Chiapas (Mex.), from Manzanillo, 8:30 A. M.; Mayebashi Maru (Jap.), from Manila, 11:40 A. M.

Sailed—Minnesotan, for New York, 7:45 A. M.; Robert Luckenbach, for Portland and Seattle, 10:10 A. M.; Toba Maru (Jap.), for Yokohama, 8:35 A. M.

SEATTLE, Wash., Dec. 14.—Arrived—President Madison, from Tacoma, 5 P. M.; Oregonian, from Tacoma, 3:15 P. M.; Admiral Schley, from Vancouver, B. C., 6 P. M.; Kennecott, from Portland, 7:15 A. M.

Departed—Commercial Pathfinder, for Everett, 3:30 P. M.; Admiral Schley, for San Francisco, midnight; Yosemite, for Port Ludlow, 3:15 P. M.; Nika, for Tacoma, 6 P. M.

SAN PEDRO, Cal., Dec. 14.—Arrived: Frank G. Drum, from Avon, 7 A. M.; Edna Christensen, from Grays Harbor, 7 A. M.; Daisy Putnam, from Portland, 12:15 A. M.; Avalon, from Grays Harbor, 7:55 A. M.; Rosalie Mahoney, from Columbia river, 8 A. M.; Santa Cruz, from Antofagasta, 10:30 A. M.; Melville Dollar, from New York, 10:30 A. M.; Yale, from San Francisco, 10:30 A. M.; Ruth Alexander, from Seattle, 10:30 A. M.; Lebec, from Columbia river, noon; Halco, from Astoria, noon; Hartwood, from Grays Harbor, 4 P. M.; F. H. Hillman, from San Francisco, 5:30 P. M.; W. S. Rheem, from San Francisco, 6 P. M.; Edgar F. Luckenbach, from Boston, 7 A. M.

Departed: Boobyalla, for San Francisco, 9:30 P. M., 13; Discoverer, for San Diego, 12:30 A. M.; Sequoia, for San Diego, 12:45 A. M.; Lompoc (Br.), for Vancouver, B. C., 6 A. M.; Los Angeles, for Martinez, 6 A. M.; Yale, for San Diego, 3 P. M.; Pacific, for Puget Sound, 2 P. M.; Cricket, for Bellingham, 4 P. M.; Multnomah, for San Diego, 3 P. M.; City of Reno, for Avon, 8:30 P. M.; Martha Buehner, for Redondo, 9 P. M.; Ruth Alexander, for San Diego, 10 P. M.

POINT WELLS, Wash., Dec. 14.—Arrived—S. C. T. Dodd, from San Pedro, 2:30 P. M.

PORT GAMBLE, Wash., Dec. 14.—Arrived—Tiverton, from Port Ludlow, 1:30 P. M.

EVERETT, Wash., Dec. 14.—Arrived—Lancaster, from Tacoma, 11:30 P. M. December 13.

Departed—Pequot, for Tacoma, 10:10 A. M.

ABERDEEN, Wash., Dec. 14.—Arrived—Steamers Caoba from San Francisco, Brush from Seattle.

Departed—Steamer Munrio, for New York; J. B. Stetson, for Santa Barbara; Memnon, for Portland; George L. Olson, for Oregon; Alvena, for San Pedro.

SAN DIEGO, Dec. 14.—Arrived—Steamer Neches, from San Pedro, 7:45 A. M.; Georgina Rolph, from Portland, 7 P. M.; steamer Yale, from San Francisco and San Pedro, 8 P. M.

TACOMA, Wash., Dec. 14.—Arrived—Pequot, from New York, 8:10 A. M.; Logician, from Glasgow, 3 P. M.; Stanwood, from San Francisco, during night.

Departed—Orgeonian, for Hamburg via Willapa Harbor; President Madison, for Manila via Seattle, noon; Protesilaus, for Yokohama via Seattle, 5 P. M.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 14.—Maximum temperature, 23 degrees; minimum, 18 degrees. River reading, 8 A. M., 1.8 feet; change in last 24 hours, .4 foot fall. Total rainfall (5 P. M. to 5 P. M.), .17 inch; total rainfall since Sept. 1, 1922, 13.61 inches; normal rainfall since Sept. 1, 15.30 inches; deficiency of rainfall since Sept. 1, 1922, 1.69 inches. Sunrise, 7:46 A. M.; sunset, 4:26 P. M.; total sunshine, none; possible sunshine, 8 hours, 40 minutes. Moonrise Friday, 4:17 A. M.; moonset Friday, 2:50 P. M. Barometer (reduced sea level), 5 P. M., 30.24 inches. Relative humidity, 5 A. M., 59 per cent; at noon, 87 per cent; at 5 P. M., 69 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours	Wind Velocity	Wind Direction	Weather.
Baker	4	14	0.00	..	E	Cloudy
Boise	12	22	0.00	..	E	Cloudy
Boston	22	30	0.24	..	N	Snow
Calgary	20	6	0.00	..	....	Clear
Chicago	22	28	0.14	..	W	Snow
Denver	16	24	0.02	..	NE	Cloudy
Des Moines	12	18	0.15	10	N	Clear
Eureka	34	46	0.01	..	....	Cloudy
Galveston	68	74	0.00	..	SE	Cloudy
Helena	14	2	0.00	..	N	Snow
Juneau	...	†30	....	..	....	
Kansas City	24	26	0.00	14	NW	Clear
Los Angeles	56	60	0.34	..	SW	Cloudy
Marshfield	24	42	0.04	..	S	Rain
Medford	...	42	0.00	..	SE	Clear
Minneapolis	...	2	0.12	10	W	Pt. cloudy
NewOrleans	58	80	0.00	..	SW	Cloudy
New York	22	36	0.36	12	E	Cloudy
North Head	28	34	0.00	12	E	Pt. cloudy
Phoenix	54	68	0.12	..	W	Clear
Pocatello	18	26	0.00	..	SE	Cloudy
Portland	21	23	0.17	..	E	Cloudy
Roseburg	26	40	0.00	..	N	Cloudy
Sac'mento	50	54	0.02	..	NW	Clear
St. Louis	26	34	0.00	12	N	Cloudy
Salt Lake	28	32	0.74	..	NE	Snow
San Diego	58	64	0.26	..	NW	Cloudy
San Fran'co	48	56	0.00	..	SE	Pt. cloudy
Seattle	26	26	0.15	..	NE	Cloudy
Spokane	4	8	0.01	..	N	Clear
Tacoma	...	20	0.16	..	E	Cloudy
Tatoosh Isl.	32	24	0.20	28	E	Clear
Wal Walla	2	6	0.00	..	W	Cloudy
Valdez†	...	18	....	..	....	
Wash'ton	26	3[illegible]	0.06	..	S	Cloudy
Winnipeg	24	4	0.00	12	S	Clear
Yakima	...	16	0.02	..	SE	Pt. cloudy

†A. M. today. ‡P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Fair; continued cold; winds mostly easterly.

Oregon and Washington—Fair; continued cold; moderate winds mostly easterly.

Obituary.

George W. White.

KLAMATH FALLS, Or., Dec. 14.—(Special.)—George W. White, 69, until two years ago a resident of this city, died in Pasadena, Cal., Monday. Mr. White was an organizer of the First National bank and for several years its president. He is survived by his widow and seven children—Mrs. W. A. Delzell, Mrs. Charles I. Robert and Mrs. Oscar Shive of this city, Mrs. Ruth Coseboom and Mrs. William Immel of Stockton, Cal.; Dr. F. M. White of Los Angeles and W. N. White of Pasadena.

FARMER WILL GET THERE

New Generation Relied Upon to Know Value of Machinery.

CHICAGO.—Education of the farmer to the need of improved equipment is the best method of selling farm machinery, Guy H. Hall, director of the National Institute of Progressive Farming, told the manufacturers assembled at the annual convention here of the National Association of Farm Equipment Manufacturers.

"Don't worry because the farmer seems more prone to buy a new automobile than a tractor," he said. "From that automobile the farmer's son is learning mechanics and he is certain to demand a tractor when father concluded to do some riding in the automobile and let the boy do some tussling with furrows.

"American-made machinery 50 years ago took the rake, the hoe and scythe from the hands of women and all true lovers of horses will rejoice when the burden of heavy work is taken from the most beautiful and intelligent of domestic animals.

"Economic law already has adjudicated between the efficiency of the tractor and the horse. A survey of the horse and mule population just completed shows that there are 1,000,000 fewer horses and mules than before the war."

Cultivation, he declared, was the only method of cure for the boll weavil pest which annually destroys one-third of the cotton crop. Government and college scientists agree that chemicals are useless, he said. In this instance he pointed out that equipment manufacturers could perform a needed service.

"And don't forget the boys and girls," he said "There are a million or two of them now in farm clubs and in a few years the boy will be driving a tractor and the girl determining whether there shall be a lighting plant on the farm or not."

SOVIET KILLS GRAFTERS

Government Swindling in Russia Punished by Death.

MOSCOW.—A strenuous campaign against graft among state employes inaugurated some time ago by the soviet government, has brought to trial in various parts of the country hundreds of individuals, some of whom already have been convicted and put to death for their trickery.

At Nishni Novgorod eight men accused of swindling the government in connection with the installation of an electrical plant along the Volga were sentenced to be shot, while 21 others tried simultaneously were sent to prison for various terms of years.

In connection with the collecting of the grain tax imposed by the state, three men in the Moscow district, charged with making false entries by which the government was cheated of great quantities of grain, were sentenced to pay the supreme penalty, while 42 of the same group were acquitted.

FOREST FIRES KILL FISH

Preventive Measures Urged Upon Anglers and Sportsmen.

WASHINGTON.—Anglers, guides and sportsmen generally, who are interested in conservation of the country's inland game fish supply are warned by the bureau of fisheries to take especial pains to prevent forest fires, as these have been responsible for widespread destruction of fish.

Streams that once teemed with trout now have not a single fish as the result of a forest fire, bureau officials say. They believe their destruction resulted from the increased alkalinity of the water, due to the leaching out of the ash left by the fire.

EUGENE GETS IDAHO GAME

Schedule Change Follows Vigorous Protest by Students.

EUGENE, Or., Dec. 14.—Following a vigorous protest on the part of the students of the University of Oregon and the residents of Eugene over the university's football schedule for 1923 as agreed upon at the recent conference meeting in Seattle, Jack Benefiel, graduate manager at the university, today announced that the Oregon-Idaho game, October 27, will be played here.

No place for this game was decided upon at the conference meeting but it generally was conceded that it would be played in Portland until the protest here was made. The only other game of importance scheduled for the local campus is the annual Oregon-O. A. C. struggle.

Domestic Service College Planned

The servant problem is to be solved in England by a college for domestic service and the useful arts, and $250,000 has been set aside for the purpose. A graduate will not only learn about cooking, laundry work, needlework, and general housewifery, but attention is given to singing and piano playing, for the model English servant must evidently have to brighten up the long winter afternoons when the mistress cannot go out.

Indian Cave Found in Maine.

AUGUSTA, Me.—An Indian cave hidden away many years from the white man's eyes was recently discovered on the estate of Valentine Hememan at Boothbay Harbor, Me. The cave extends 40 feet under the hillside and can only be reached by a sudden drop of 15 feet over the ledges. The walls are covered with Indian characters, centuries old, it is said. A tangle of grape vines concealed the entrance.

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 requests for medical or surgical advice through its KPH San Francisco station without cost.)

All positions reported at 8 P. M. today unless otherwise indicated.

MAKENA, San Francisco for Bellingham, 611 miles north of San Francisco.

RUTH ALEXANDER, San Francisco for Wilmington, 253 miles from Wilmington.

F. H. HILLMAN, Richmond for San Pedro, 130 miles south of Richmond.

CAPT. A. F. LUCAS, Seattle for Vancouver, 80 miles from Vancouver.

DOROTHY ALEXANDER, San Francisco for Seattle, 397 miles from Seattle.

SANTA VERONICA, Balboa for San Pedro, 1468 miles south of San Pedro, noon.

IPSWICH, New Orleans for San Pedro, 1248 miles north of Balboa, noon.

H. M. STOREY, San Pedro for New York, 1458 miles south of San Pedro.

W. S. RHEEM, Richmond for San Pedro, 127 miles from Richmond.

J. A. MOFFETT, Iquique for San Pedro, 737 miles south of San Pedro.

SANTA OLIVIA, Seattle for San Francisco, 509 miles north of San Francisco, noon.

THOMAS, San Francisco for Manila, 275 miles from San Francisco.

THOMAS P. BEAL, Everett for San Francisco, 249 miles from Everett.

WALTER D. MUNSON, Portland for New York, 159 miles south of Columbia river, noon.

PAUL SHOUP, Chester for San Francisco, 453 miles south of San Francisco.

SANTA CRUZ, Talara for San Pedro, 164 miles south of San Pedro.

ROBIN GRAY, San Pedro for New York, 859 miles from Panama, noon.

WILLPOLO, San Francisco for New York, 60 miles south of San Francisco.

COTTON PLANT, San Francisco for Coos bay, crossed in Coos bay, 7:30 P. M.

ROSE CITY, Portland for San Francisco, 7 miles inside Columbia river bar.

H. F. ALEXANDER, Seattle for San Francisco, 220 miles north of San Francisco.

STANDARD ARROW, San Francisco for Shanghai, 2637 miles from San Francisco, December 12.

MANGANUI, San Francisco for Sydney, 1500 miles southwest of San Francisco, December 12.

ELDRIDGE, Hongkong for San Pedro, 1595 miles from San Pedro, December 12.

STEEL EXPORTER, New York for San Pedro, 741 miles south of San Pedro, December 12.

LACONIA, San Francsico for Honolulu, 942 miles from San Francisco, December 12.

MANOA, San Francisco for Honolulu, 1851 miles from San Francisco, December 12.

STEEL SCIENTIST, San Francisco for Honolulu, 765 miles northeast by east of Honolulu, December 12, noon.

THOMAS, San Francisco for Honolulu, 77 miles from San Francisco, December 12.

ROBERT DOLLAR, Balboa for San Pedro, 1881 miles from San Pedro, December 12.

DIXIE ARROW, San Francisco for Hongkong, 2585 miles from San Francisco, December 12.

CANADIAN SCOTTISH, Newcastle for San Francisco, 855 miles southwest of San Francisco, December 12.

TASCALUSA, orient for San Francisco, 2904 miles west of San Francisco, December 12.

WEST IVAN, San Pedro for Yokohama, 900 miles east of Yokohama, December 12.

BROAD ARROW, Nagasaki for San Francisco, 1273 miles from San Francisco, December 12.

SHABONEE, Itozaki for San Francisco, 1460 miles from San Francisco, December 12.

HAROLD DOLLAR, Vancouver for Shanghai, 1135 miles from San Francisco, December 12.

NANKING, Honolulu for Hongkong, 1627 miles west of Honolulu, December 12.

YAYOR MARU, Japan for Portland, 1900 miles from Portland, December 12.

MONTAGUE, Yokohama for Portland, 394 miles from Columbia river, December 12.

PACIFIC, San Pedro for New York, 1729 miles south of San Pedro, noon.

ELVERIC (U. S. S.), Balboa for San Francisco, 1500 miles north of Balboa.

SABINE SUN, Philadelphia for San Pedro, 1560 miles southeast of San Pedro.

AGWELAKE, San Francisco for Philadelphia, 712 miles south of San Francisco, noon.

LIEBRE, Tokuyama for San Pedro, 1568 miles from San Pedro, December 12.

SAN FRANCISCO, San Francisco for Havre, 720 miles south of San Pedro, noon.

MAHUKONA, San Pedro for Grays Harbor, 348 miles north of San Pedro.

MONTEBELLO, San Pedro for Martinez, 30 miles from Martinez.

ADMIRAL EVANS, Wilmington for San Francisco, 270 miles south of San Francisco.

ATLAS, San Pedro for Tacoma, 112 miles from San Pedro.

SEA LION (tug), towing barges San Francisco for San Pedro, 152 miles north of San Pedro.

ADMIRAL GOODRICH, Marshfield for Eureka, 102 miles north of Eureka.

K. R. KINGSBURY, Richmond for Point Wells, arriving Point Wells.

TIGER, San Francisco for Seattle, 305 miles north of San Francisco.

VIKING, with W. H. Talbot in tow, San Francisco for Everett, 249 miles from Everett.

SANTA INEZ, San Pedro for Tacoma, 337 miles from Tacoma.

H. T. HARPER, San Pedro for Willbridge, 70 miles from Willbridge.

MELVILLE DOLLAR, Baltimore for San Pedro, 120 miles south of San Pedro.

S. C. T. DODD, San Pedro for Point Wells, 100 miles from Point Wells.

W. S. MILLER, Richmond for Point Wells, 390 miles from Richmond.

R. J. HANNA, Astoria for San Pedro, 445 miles from San Pedro.

STEEL EXPORTER, New York for San Pedro, 485 miles south of San Pedro.

SANTA RITA, San Pedro for Everett, 765 miles from San Pedro.

KASENGA, Glasgow for Vancouver, 608 miles south of San Francisco.

DOCHRA, Seattle for New York, 819 miles south of Cape Flattery, noon.

By Federal Telegraph Company.

BOHEMIAN CLUB, Manila for San Pedro, 4784 miles west of San Pedro, December 12.

WEST PROSPECT, Otaru, for San Pedro, 4291 miles west of San Pedro, December 12.

MEIGS, Manila for Honolulu, 3438 miles west of Honolulu, December 12.

PRESIDENT GRANT, Seattle for Yokohama, 1247 miles west of Seattle, December 12.

ROBIN GRAY, San Pedro for New York, 1124 miles north of Panama, December 12.

PRESIDENT LINCOLN, San Francisco for Yokohama, 2425 miles west of Honolulu, December 12.

PRESIDENT TAFT, San Francisco for Yokohama, 410 miles west of Honolulu, December 12.

WEST CAYOTE, Portland for Yokohama, 1642 miles west of the Columbia river at noon, December 12.

WALTER A. LUCKENBACH, New York for San Pedro, 887 miles south of Overfalls at noon, December 12.

GRANT, Nagasaki for San Francisco, 2131 miles west of San Francisco.

YALE, San Francisco for San Pedro, 70 miles south of San Francisco.

WEST OROWA, Portland for Yokohama, 785 miles west of the Columbia river.

COLOMBIA, San Francisco for New York, 1851 miles south of New York.

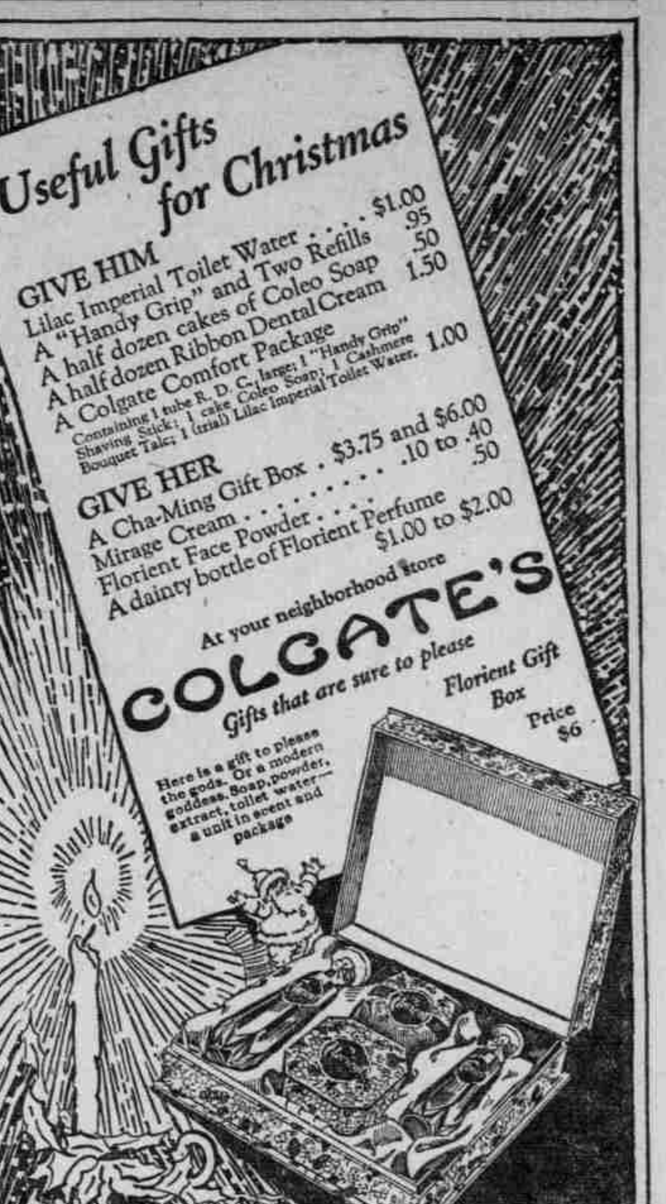
FRANK H. BUCK, Monterey for Port San Luis, 25 miles from Port San Luis.

QUINAULT, Tacoma for San Pedro, off San Francisco.

LA PURISIMA, Port San Luis for Portland, 800 miles from Portland.

W. F. HERRIN, Port Costa for Gaviota, 46 miles from Port Costa.

BEARPORT, San Pedro for Yokohama, 450 miles west of San Pedro.

ELK RIDGE, Hongkong for San Pedro, 1366 miles from San Pedro.

JULIA LUCKENBACH, Port Gamble for San Francisco, 23 miles west of Race Rocks.