JETTY PROJECT 82 PER CENT BUILT

Appropriation Asked of Congress This Year Would Almost Complete Work.

BAR CONDITIONS IMPROVE

Report of Army Engineers Show Progress of Operations in Columbia and Willamette Rivers During 12 Months.

OREGONIAN NEWS BUREAU, Wash ington, Dec 11.—If Congress at the present session appropriates all that the Army engineers have asked for the north jetty at the mouth of the Columbia, that structure can be completed with an additional appropriation ment year of only \$226,000. The amount saked this asseton is \$2.194,000. It is recommended that this amount he made Immediately available, because the cash remaining on hand will be exhausted by April 18, 1916, and it is deemed de-strable that there be no cessation of work, especially during the early Summer months.

Of the amount recommended to be appropriated, \$1,350000 is to be applied to new work and \$124,000 to the operation of the dredge Chinook. The report of the chief of engineers, giving the foregoing facts, also reviews the work of the past fiscal year, and de-ecribes channel conditions June 30. In part, the report says:

Jetty Work Continues.

"The construction of the north jetty was continued during the year, the frestle being extended 5031 feet at a cust of \$42.128, and 1,003,522 tone of rock being placed in the netty at a cust of \$1,246,030. All of this was new work. During the year 1,188,630 cubic yards of rand were dredged from the ber at a cost of \$146,254.77 for maintenance.

Four surveys of the bar were made guring the flacal year. They indicate a progressive seaward advance of the erest of the bur greater in the wester-ly than in the southerly quarter, and a marked desponing in the southerly quarter. The total scour for the year from the southerly and southwesterly parts of the her assumes to markly been closed by a Puget Sound fire parts of the her assumes to markly been closed by a Puget Sound fire parts of the bur amounts to nearly 1,000,000 cubic yards. "The amount expended by the United

The amount expended by the United States during the year was \$1,217,781. In addition \$245402 contributed by the Forts of Portland and Astoria, was also expended for new work. The south jetty is completed, and 45 per cent of the total estimated quantity

ef stone required for the north jetty has been placed. The total length of the treatle June 30, 1915, is 11,177 feet, leaving about 1225 feet to be built. Comparing the aggregate quantity of stome placed in the south and north jettles with the sum of the quantity in the south jetty plus the total esti-mated quantity required to build the north jetty, the project is \$2 per cent

Oregon Aid Acknowledged.

"The existing project contains no conditions requiring local co-operation. However, during 1914 the Port of Port-land contributed \$475,000 and the Port of Astoria \$25,000 to this improvement.

These amounts have been expended, the greater part having been applied to the purchase of rock for the north

Predictions that Coast lumber.

On June 26, 1815, the project for a 26-foot channel in the Willametic and Columbia rivers, from Portland to the columbia rivers, from Portland to the sea, was 36 per cent completed. About \$1 per cent of the estimated dredging the river at \$5 a thousand feet for San Francisco, which makes the tariff in the Columbia had been finished, but none of the projected Government dikes being another advance of 50 cents over true to December 31.

JETTY WORK STOPS TUESDAY

Part of Force Will Be Kept for Winter Plant Overhauling.

Work on the north jetty at the mouth of the Columbia River ceases Tuesday, so that time may be allowed for overhauling the plant in advance of the 1914 season. Operations may be resumed in Murch.

There are approximately 250 men employed on the jetty project and about 75 are to be retained during the Winter to look after the construction of new equipment, overhauling locumentives and cars, the derricks on the receiving dock and other parts of the

When the undertaking is again started up, the full force will not ex-ceed more than about 150 men, as it is intended to stretch further dumping of rock along the treatle during the oft weather, and probably continue is labors until November. This has been decided upon because

it is reasoned that nothing is to be gained through the employment of a larger number of men and the operation of the full train equipment, as the rock must be permitted to settle so the finishing course can be distributed in 1917. Experience at the mouth of the river on the anoth lettle course.

The last contract entered into by the Government for rock amounted to \$50,000 tone, and the right was reserved to increase the amount 20 percent. Up to December 1, approximately 666,000 tons were used on that contract, and probably 40,000 tons additional will be in place by Tuesday, so it is estimated that from \$5,000 tons will be available under the order for the coming season.

The opinion appears to be general

The opinion appears to be general that the most pronounced effects yet shown from the construction of the north jetty will be illustrated next rear, and its influence, combined with the work of the dredge Chimook, will no doubt prove the contention that the deep water in the southerty section of the har is permanent.

A survey is now under way there to gather data as to how the channel has stood during the last quirter and

another in March will indicate whether changes take place during the worst mustbe of the year. With the re-establishment of the red range on Cape Disappointment, so the dredged out can be used at night, and shifting Na. 4 husy, while the midchannel gas husy has already been changed to conform to the dredged out, it is said the entrance from all standpoints is in the best condition in the history of the Calumbia River improvement project.

ngton, Dec. 11 .- If Congress follow the recommendation of the Secretary of the Treasury, the superintendent of the Clackamas fish hatchery will get a raise in salary of \$1500 as year. He has been receiving \$1500 and the Secretary urges an increase to \$1500. The Secretary has recommended similar in-reases for the superintendents at laker Lake and other stations in the

EURANIA REPORTED TAKEN

New Steamer Held at High Rate May Load on Puget Sound for Europe. Negotiations under way for the past two weeks for the new steamer Eurania, being finished at the plant of the Union Iron Works, San Franco, were reported yesterday to have

,.................... WELL-KNOWN LUMBERMAN IS ELECTED PRESIDENT OF PORT COMMISSION.



R. D. Inman.

On the resignation Friday of S. M. Mears as a member of the Port of Portland Commission, R. D. Inman, of the Inman-Poulsen Lumber Company, was elected his SUCCESSOR. Mr. Inman has been connected with the lumber indus-try for years and has had to do with offshore and coastwise cargoes, no has been interested in channel conditions. On the re-organization of the Port of Port-land Commission more than four yeurs ago, he was elected to th

been closed by a Puget Sound firm and unless there was a change in quo-tations of her owner during the past few days, the rate was \$40 a ton, as ships having been taken over by the against \$31.50 paid for her sister ship, government at rates approximately the Norwegian steamer Pacific, which one-half of those they have been seek-

roll, which has been held at Comox for several days, pending the settlement of a question as to whether she should load flour here for Europe and proceed via the Straits of Magellan at the same rate as via the Panama Canal. It was understood yesterday that the matter had been adjusted and the steamer ordered here.

COAST FREIGHTS UP AGAIN

had been built. Up to December 31 being another advance of 50 cents over that as being paid 10 days ago.

Negotiations are under way for a steamer to work a full load here for san paperoximate cost of \$1.285,860, and \$128,600 had been expended by the Port in the construction of dikes.

For the coming fiscal year the engineers have asked an appropriation of \$1100,000 civil be spent for maintenance.

See a sum of the projected Government dikes over that was being paid 10 days ago.

Negotiations are under way for a steamer to work a full load here for san paperoximate cost of \$1.285,860, and \$128,600 had been expended by the Port in the construction of dikes.

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Norwegian Interests Announce Serv-

ice of Large Fleet.

Fred Olson, operating a large fleet under the Norwegian flag, that is known as the Olson line, has written the Chamber of Commerce that his vessels will include Portland as a port of call after the opening of 1916. The move follows a visit here during the Nummer of Fritz S. Olson, son of the directing head of the fleet, who went over the Pacific Coast situation.

The company is using steamers between Scandinavian ports and San Francisco and it is intended to start motorships of larger capacity next year and extend the service north of the Golden Gate. Chamber of Commerce officials are confident there will be abundant business here to hold the line and will do their utmost to organize shippers toward providing cargo.

uted in 1917. Experience at the mouth of the river on the south jetty project has been that three seasons are required before the enrockment reaches a fairly solid foundation, the first two courses sinking to a colid level and the third is held as distributed for a mark longer period.

The last contract entered into by the Government for rock amounted to senior navigator. here to command the Gezina, Captain Michelsen, who brought the ship t

the return voyage. During the week more than 180,000 hushels of wheat were exported, 540 barrels of flour and the harley aboard the Geama, while the preceding week the grain exportation was confined to 27,222 bushels of wheat and 4571 barrels of flour.

Sailors Coin Odd Phrases,

Following is an explanation advanced as to the origin of an expression com-

the work of the dredge Chincook, will no doubt prove the contention that the deep water in the southerty section of the har is permanent.

A survey is now under way there to gather data as to how the channel has stood during the last quirter, and another in March will indicate whether changes take place during the worst ministes of the year. With the restablishment of the year, With the restablishment of the red range on Cape Disappointment, so the dredged out can be used at night, and shifting Na. 4 husy, while the midchannel gas buys has already been changed to conform to the dredged out. It is said the entrance from all standpoints is in the best condition in the history of the Columbia River improvement project.

Pish Hatcherymen May Get Aid.

ORENGONIAN NEWS BUREAU, Wash-

Eurania Charter Completes Availables for Cereals.

RAIL LINES MAY BE USED

Shippers Believe No More Steamers From Atlantic Side Will Be Sent Via Straits Even at 175 Shillings for Grain.

With the engagement of the new American steamer Eurania to work flour on Puget Sound for Europe, no idle tonnage available for the co trade remains on the Pacific side no vessels are being offered. One porter asserted yesterday that he did not believe steamer owners would start a vessel from the Atlantic via the Straits of Magellan to load grain or

lour here at 175 shillings.

The conviction is growing that much of the wheat remaining will move overland to the Atlantic seaboard and be reshipped by water from there and that many vessels bound here could be used advantageously in the flour trade if options for that class of cargo were

Shippers say the situation on the At lantic with reference to tonnage has resolved itself into a game of bidding, ship owners holding out until they feel they have received the best possible proposition and then fixing their carriers. The result has been that rates for sailing vessels have gone up from the River Platte to 110 and 115 shillings, which would be about the rate now from here, The New York Journal of Commerc has the following to say of the situ-

"A most interesting feature is the "A most interesting feature is the action of the British government practically taking charge of the shipping situation in an effort to bring some relief to strained freight conditions. British ships are prohibited from carrying any cargo from one foreign port to another after December 1, unless licensed to do so, and an order in coun-

cil also empowers the government to requisition ships for the carriage of foodstuffs and other necessities. All British steamship owners who have tonnage already chartered from Atlantic and Gulf ports in the United States or Canada to the United Kingom for wheat are required to give totice of such engagements to the equisitioning committee of the Board

of Trade

"Instances are already known was completed last week and has finished leading a flour cargo on Puget flound for Europe.

Millers say \$40 could not be paid for the Eurenia for a flour cargo, and any money cleared on the transaction. Regarding the British steamer Erroll which has been badd at Common for those they have been seek one-half under the private contract. In other words, it would appear that selpowners have overreached themselves in the matter of freight rates. This should, of course, have a stimulating effect on the movement of grain to Great Britain, but, if anything, it would complicate matters so far as ex-ports to other countries are concerned."

> CALLAO CARGO DISPATCHED Baja California Gets Away on First

was started from Portland yesterday at her loading berth, although she was California, operated by the firm of C. Henry Smith, Inc. She finished loading 125,069 feet of lumber at the Portland mill early in the afternoon and land two weeks ago yesterday she was Columbia.

Tong I buoy depoi to the stream again within a day or two. It is supposed that the matter will be adjusted this week. Predictions that Coast lumber freights would continue their climb steamers Ocklahama and No Wonder, were verified yesterday when it became known that the Arrow Line steamer Paraiso is loading lumber on the river at \$5 a thousand feet for valuable of her load heins appropriate to the property of the least the property of the pr

PORTLAND GETS OLSON LINE Delivery of Christmas Shipments

He intends having the Puget Sound goods unloaded as well, and they will be forwarded by express so as to expe-

oe forwarded by express so as to expedite their delivery.

The lowan has 1750 tons of freight all, and much of it is Christmas stock for Portland firms. The last of the cargo is expected to the ca the cargo is expected to be unloaded truesday. After unloading other stuff on Puget Sound, the Iowan will steam on a long run to the West Coast to load nitrates for New York. on a long run to the West Coast to load nitrates for New York.

Notice to Mariners. Latest changes in aids to navigation

are announced from the office of Inspector Warrack, of the Seventeenth
Lighthouse District, as follows:
Above mouth of Willamotte River-Lights
established, changes in lights:
Ryans Point light, moved about 100 yards
222% degrees, 15 feet above water, on cross
arm on pile, in one-half fathern of water.
Washougai upper light, established fixed
white, of 40 candlepower, 20 feet above
water, on white cross arm, on yile deliphin,
in 2% fathoms of water, on north side of
river above Washougai.
Tunnel Point light, established fixed
white, of 40 candlepower, 20 feet above
water, on white shelf on pile structure, in
2% fathoms of water, off point.
Prendie Landing light, discontinued.
Candlans light, established, fixed white

Prendle Landing light, discontinued.
Candiana light, established, fixed white
of 40 candiepower, 15 feet above water, on
arm on white post, on point about onethird mile east of Cape Horn, Washington,
Beef—Umattlia Reef lightvessel to be
temporarily replaced by relief lightvessel
about December 15, 1913.
Juan de Fuca Strait approach—Swiftsure
Bank lightvessel temporarily replaced by Bank lightvessel temporarily replaced by relief lightvessel November 20.

GALGATE CASE UNSETTLED

Owners and Charterer Fail to Reach Understanding on Ballast.

NEWLY ELECTED OFFICERS OF COMMISSION OF PUBLIC



C. B. Moores, Chairman Hen Selling, Vice-Chairman, Through the retirement of F. W. Mulkey from the Commission of Through the retirement of F. W. Mulkey from the Commission of Public Decks, being succeeded by F. C. Knapp, the office of chairman became vacant and C. B. Moores, vice-chairman, was advanced to the executive post, and Ben Selling elected vice-chairman. Mr. Moores was first appointed in December, 1910, when the Commission was organized, and drew the four-year term, being responsted, so he serves until December 7, 1919. Mr. Selling served three years, and accepted reappointment. His term ends December 7, 1918.

Voyage From Portland.

Cargo for Callae valued at \$76,242 was started from Portland yesterday at her loading berth, although she

Delivery of Christmas Shipments

Will Be Expedited.

Christmas cards and similar holiday goods that are included in the cargo of the American-Hawalian liner lowan, which arrived last night from New York via the Straits of Magelian, will be discharged as quickly as possible today so they may be distributed to various consignees in the Northwest by express. A representative of the

by express. A representative of the Portland as a running mate of the manufacturers has reached here, and steamer F. A. Kilburn in the service of he will hurry the movement by rail, the North Pacific Steamship Company.

Columbia River Bar Report. NORTH HEAD, Dec 11.—Condition of the ar at 5 P. M.: Cloudy; sea, rough; wind, outheast 26 miles.

OX-TEAM VEHICLE IS USED TO HAUL GOODS SALVAGED FROM SANTA CLARA WRECK.



UNIQUE TRANSPORTATION PRESSED INTO SERVICE. MARSHFIELD. Or., Dec. 11.—(Special.)—While the steamship Santa Clara was lying on the beach at the entrance to Coos Bay and the beachcombers were removing every conceivable kind of merchandise from her hold, and transporting the property to different local-

ties, the most unique vehicle engaged in the work was an ox team towned by a resident of the South Inlet district.

Living away from civilization, the owner makes a precarious living with his ox team, cultivating a sidehill farm and hauling his products to Marshfield or North Bend, 15 miles distant, in the cart. The returns from the Senta Clara wreck gave him employment for nearly a week and the oxen would splash through the miserable highway when automobiles and horses were almost prevented by mud from traveling.

Lighthouse District Will Stay, Is Belief Here.

SEATTLE PLEA LAUGHED AT

Puget Sound Argument in Asking Transfer of Headquarters Is Regarded in Portland as Not Even Reasonable.

On the waterfront the game of "freeze out" between the owners of the British bark Galgate and M. H. Houser is being watched with interest, as no to bring about the transfer of the head-

DOCKS HAVE SERVED SINCE FORMATION OF BOARD.



Tongue Point Ideal Depot.

Tongue Point is an ideal place for a buoy depot and so recognized by the Government when it was established, being accessible for either Oregon or Washington ports. It has no fathom-washington ports.

fleet, of the Army transport service north of San Francisco, also of the Coast Guard Service, the cableship Burnside, and has many other Government advantages.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

Nama. From
Bear. Los Angeles ...
Rosnoke. San Diego.
Heaver. Los Angeles ...
Northern Pacific Ean Francisco ...
Rose City ... Los Angeles ...
Geo. W. Elder ... San Francisco ...
F. A. Kilburn ... San Francisco ... Name. Prom
Bear Los Angeles.
Harvard 8 F for S D.
Roanoke San Diego
Vale. S F for S D.
Northern Pacific San Francisco.
Heaver Los Angeles
Kiamath San Diego
Wapama San Fedro
J H Stetson San Diego
Williamette San Diego
Williamette San Prancisco.
F A Kilburn San Francisco.
Rose City Los Angeles
Cellio. San Diego DUE TO DEPART. Portland-Atlantic Service, DUE TO ARRIVE. DUE TO DEPART. Nams. For Panama Honolulu Honolulu Georgian. Honolulu

Movements of Vessels. PORTLAND. Dec. 11.—Arrived—Steamer Iowan, from New York via way ports. Sailed—Norwegian steamer Baja California, for West Coast: steamer F. A. Kilburn, for San Francisco via Coos Bay and Eureka; Norwegian ship Gezina, for United Kingdom; schooner Monterey in tow tug Navigator, for Monterey.

HARBOR AID ASKED (Norway), for Havre; Humboldt, for United States (Norway), for Havre; Humboldt, for Harborn Alake, States (Norway), for Harborn Al

fic (Norway), for Havre; Humboldt, for Southeastern Alaska.

Shimonosekt, Dec. 4.—Arrived—Steamer Nokoko Maru, from Portland, Or. Yakohama, Dec. 5.—Arrived—Steamers Pansama Maru from San Francisco, December 7.—Shinyo Maru, from San Francisco, December 9.—Tokohama Maru from Seattle, Salled, December 7.—Persia Maru for San Francisco. Sailed, December i-Ferris mare to be presented.

Melbourne, Dec. 10-Arrived-Wairuna, from San Francisco.

Nagasski, Dec. 2-Sailed-Steamer China, for San Francisco.

Coronel, Dec. 3.—Sailed—Steamer Polyphemus (from Liverpool), for Vancouver, Antofogasta, Dec. 10.—Sailed—Steamer Facilic (from Copenhagen), for San Francisco.

San Fraicisco, Dec. 11.—Arrived—Steamers Musician, from Liverpool; Oleum, from Seattle: Ceorge W. Elder, from Portland; Elizabeth, from Bandon, Salled—Steamers Beaver, for Portland; Nevadan, for Junin. Yokohama, Dec. 10.—Arrived—Steamer Tacoma Maru, from Tacoma Maru, from Tacoma St. Vincent, Dec. 11.—Salled—Steamer Siam (from San Francisco), for Kirkwall and Bergen.

News From Oregon Ports.

ASTORIA. Or. Dec. 11.—(Special.)—
Bringing part cargo for Portland, the American-Hawalian Line steamer Iowan arrived from New York, via San Francisco.
Carrying a full cargo of general freight and a fair list of passengers, the steamer Northern Pacific salled for San Francisco.
The steam schooner Paraiso shifted from Portland to Knappton to complete her deckload of himber for San Francisco.
The tug Navigator, with the barge Monterey in low, arrived from Portland and anchored in the lower harbor awalting more favorable weather before going to sea.
The steam schooner Necanicum arrived from Ban Peero and will load lumber at the Hammond mill.

The grain laden Norwegian ship Gesina revised from Portland and little the from San Fedro and but the Hammond mill.

The grain laden Norwegian ship Gezina arrived from Portland and will sail for the United Kingdom tomorrow.

COOS BAY, Or., Dec. 12.—(Special.)—
The steamer Adeline Smith arrived at 8:30
this morning from San Francisco.
The steam schooner Westerner, due today, has not reported and it is expected she will arrive in the morning.

Marine Notes.

That the steamer Johan Poulsen put back to San Francisco Friday night with her ma-chinery disabled was the text of a message received yesterday at the Merchanis' Ex-change. The vessel had left the Goldon Gate at 6 o'clock that night for Portland.

Efforts are being made to arrange for shifting the fifth pontoon of the Port of Portland drydock through the bridges from Imman-Poulsen's to the drydock at St. Johns, but because of the size of the pontoon and current running in the river it may be de-layed a few days. That is the last section of the drydock on which the wings were rebuilt.

rebuilt
Captain McCiellan, of the North Pacific
steamer F. A. Kilburn, which sailed last
night with a full caree and about 65 passengers, will be welcomed as a Santa Claus at
Marshfield and Eureka, as the ship carried
shipments of Christmas goods that have been
delayed hore because of the steamer service
being hampered during the past month.
There was little freight left on Columbia
dock and probably on the next trip the
congestion will be lifted.
Hawing been detained loading the last of

Congostion will be lifted.

Having been detained loading the last of her cargo, the steamer Tamaipuis did not get away from the upper harbor last night and is to sail this morning, carrying a fair list of passengers for San Francisco. In a message to the Globe Grain & Mil

ROGERS PRAISES ACCUSERS, the search of the s

Grace Dollar, Tacoma for San Francisco, miles from Tacoma.

Tides at Astoria Sunday. 5:43 A. M.... 7.7 feet 11:50 A. M.... 2.7 feet 5:21 P. M.... 7.3 feet

TEACHER INSTITUTE HELD Estacada Principal Gives Talk at

Oak Grove Session.

OREGON CITY, Or., Dec. 11.—(Special.)—F. B. Guthrie, principal of the Estacada School, was the speaker at a meeting of teachers held at Oak Grove today. His subject was "How to Teach Elementary Agriculture in Elementary Schools," and following his talk there was a general discussion of the sub-

Thirty-five teachers from the northern part of the county attended the institute. institute.

Lewis Reecc, speaking on "The Importance of Organization," Clara M. Landon on "Primary Reading" and Mina B. Hibbs on "How I Teach History in the Seventh Grade," were others on the programme. County Superintendent Calavan made a short

INTERVENTION IS DENIED Highway Commisison, However, May Appear as Friend of Court.

SALEM, Or., Dec. 11.—(Special.)—After listening to argument in the mandamus proceedings brought against State Engineer Lewis by Peterson & Johnson, contractors, to compel him to West Coast; steamer F. A. Kilburn, for San Francisco via Coos Bay and Eureka; Norwegian ship Gedna, for United Kingdom; schooner Monterey in tow tug Navigatog for Monterey.

Astoria, Or., Dec. 11.—Arrived at 1:10 and left up at 1:30 P. M.—Steamer Iowan, from New York via way ports. Arrived at 2:40 P. M.—Steamer Necanicum, from San Francisco.

Sailed at 3:30 P. M.—Steamer Necanicum, from San Francisco.

San Prancisco Dec. 11.—Sailed at midnight—Steamer Willamette, from Portland, for San Pedro. Arrived at noon—Steamer Portland, the State Engineer,

Coos Bay Port Prepares Memorial to Congress.

DEEPER CHANNEL SOUGHT

Ocean Vessels Are Expected to Call With Expansion of Lumber Industry Upon Completion of Railroad.

MARSHFIELD, Or., Dec. 11 .- (Special.)-The Port of Coos Bay is preparing a memorial to Congress which will be presented, despite President Wilson's orders to "cut all rivers and harbors appropriations to the bone." The instrument sets forth arguments for a better harbor for Coos Bay and asks for jetty work that will assure 40 feet of water on the bar and 30 feet in the inside channel from the bar to the C. A. Smith mill, a distance of 14 miles. A new project is also re quested.

The memorial is based on the expectation of foreign trace which will require deeper draft ships. There are already in sight several cargoes for foreign ports in 1916, which will in-clude pulp and lumber shipments. More advantageous rates can be obtained. shippers state, if vessels of 5000 tons can load here without being compelled to load but half or three-quarters of a

The arguments also imply that Coos Bay will be the actual shipping port Bay will be the actual shipping port for practically two-thirds of the stand-ing timber in the coast section of Southwestern Oregon. This hope is backed by the expected completion of the Willamette-Pacific railroad next year, the probable extension of the Smith-Powers railroad, now within 15 miles of the county line, into Curry County, where there are great quantities of Fort Orford cedar and mer-chantable fir and other timber. The Willamette-Pacific, Coos Bay

people believe, will within the next few years be hauling logs cut on the Siuslaw and Umpqua Rivers to this port for manufacturing ALASKAN SURVEY HAMPERED

itied, and drew the four-year term, being responted, so he serves until December 7, 1919. Mr. Selling served three years, and accepted reappointment. His term ends December 7, 1918.

It a message to the Globe Grain & Milling Company yesterday, news was conveyed the stantic during the past year, had put into Bermuda Desember 8, settlement had been reached yesterday, the ship remaining in the stream at the lower end of the harbor, where she was shifted two weeks ago after having started her cargo at Irving dock,

The difference arose over the amount of hallast left in the hold. The ship loads barley, and it is said the cargo ready for her is much heavier than the usual run of barley, the charterer taking the stand that with the ballast reads he would be paying for space not not usually occupied.

The vessel arrived from Bristol Nevember 14 and discharged ballast so, that ighthouse the stand two weeks ago yesterday she was at the loading beeth, although she went to the stream again within a day there is no the stream again within a day there is no the stream again within a day there is no the stream again within a day there is no the past of the stream again within a day there is no the stream again within a day the stand the testens again to the stream again within a day the stand the testens from the Oregon-California trade, but the stream and the stream at the lower end of the harbor, where the stream of the Seventeenth Lighthouse the past year, had put into Bermuda Desember 10 the stream and the stream at the lower end of the stream at the lower end of the harbor, where the stream of the stream at the lower end of the harbor, where the stream of the stream and the lower end of the Pacific Coast, appring the stand the eccessity of the steam Shipmanters' Absociation of the Pacific Coast, appring the end with more aday and ordered the sale of the old coast harbor to New York, where repairs are to made. After guiting Complete, the past year had put into Bermuda Desember 10 to where from the verse indies the testen because there will be no vessel to re-place the two which have been with-

Notice to Mariners.

Land Board Won't Contest Federal .



without making you LOOK old.

—The kind that make you feel YOUNG

in the

Lens

Specialist in the Modern Application of Glasses. Second Floor Corbett Bldg., Fifth and Morrison.