NEW SHIPBUILDING PLANT CONSIDERED

Ten Steel Steamers, Involving \$16,000.000, May Be Built by Northwest Company.

MATERIAL IS PURCHASED

Vancouver and One Other Locality Said to Be Under Consideration as Site for Proposed New Industry.

Establishment of a fourth steel shipbuilding plant that is to be ushered into existence with a total of 10 contracts, which will represent approxi-mately \$16,000,000, is the most recent gain forecast in the marine construc-tion industry of the Wilamette and Columbia River district. Backing the project are Guy M. Standifer and asso-lates, who are conducting the G. M. ciates, who are conducting the G. M. Standifer Construction Company, at Vancouver, Wash., and the Standifer-Clarkson Company on North Portland

Mr. Standifer has been in Washington Mr. Standifer has been in Washington recently in connection with starting the new plant, and went on to New York a few days ago, but is due to leave Washington today on his return to Portland. It is said details of the steel plant and contracts will not be worked out until he has conferred with his associates here.

Contracts Are Assured. Private information is that he is as-sured of being allotted the steamers which are of the 8800-ton class the same as are now being turned out here by the Northwest Steel Company in conjunction with the Willamette Iron & Steel Works; also by the Columbia River Shipbuilding Company, Vessels on the ways at the yards of the Albina Engine & Machine Works are of 2890 tons, and two already launched are of

In spite of the fact the Standifer organization has not actually closed for the fleet, it is understood all arrangements have been made for the steel, contingent on accepting the work, also machinery for the vessels and plant has been taken care of in the same way. As to a site, Vancouver seems to be favored, but there is at one other locality under con-

Company Organized in 1916.

The present organization was ushered Into existance early in 1916 at Astoria, the McEachern-Standifer-Clarkson Combeing formed and a yard es tablished on Young's Bay. The ground was broken there April 1, 1916, and several ships were provided for on the company's account, being sold later to A. O. Andersen & Co. Soon after the Standifer-Clarkson yard was laid out on North Portland harbor and all but the McEachern interest was withdrawn from the Astoria plant, the stock being disposed of to A. O. Andersen & Co., Mr. McEachern remaining for a time as manager, then he returned to his Seattle headquarters. Early this year the Andersen stock was sold to M. H. Houser, the well-known grain exporter, and now in charge of the Government's grain purchases here.

First of the contracts obtained by Standifer-Clarkson yard was for by McNeili & Libby in the way of an Alaskan motorship, and others an Alaskan motorship, and others followed, while soon after the United States Shipping Eoard began operations contracts for 10 wooden steamers were taken in the name of the G. M. Standifer Construction Company and the Vancouver yard was established, six ways being laid out. Some of those wessels are being turned out at the North Portland property as well, where

Paul and A. J. Puller, to barges and

TRAP LICENSES REISSUED

Government Officers Pass on Part of 1000 Fish Rigs in Columbia.

New fish trap licenses are being withheld or restricted at the office Colonel Zinn of a number expiring this month for which operators have filed new applications. It is estimated that in the Columbia River district there are close to 1000 traps and each license continues for three years.

In going over applications and in-specting the locations sought, the Government engineers bear in mind principally whether the traps will interfere with navigation. In some in-stances applicants have extended their trap piling beyond the limit indicated. thereby bringing down on their heads the wrath of navigators, who have to dodge them in fogs.

SLIPS ARE PROPERLY DRAINED

City Taking Care of Waste Water From Front Street.

Steamboat operators are wondering If the city is to take over the care of slips at street ends, as a gang of men has been employed during the past week putting in drain boxes at the head of the slips, so water flowing from Front street will be taken care of in-stead of being allowed to flow down the center of the slips, carrying with it debris of all kinds. The drains are so constructed that a wooden trough leads from them to the

roadway, and the slips proper will no longer be catchalls for Front street. At some street ends pools are formed during heavy rains, no provision being made for draining the gutters, and such drawbacks will be remedied.

Attempts to Salvage Wreck and Cargo All Failures.

SEATTLE, Dec. 1.—(Special.)—Shipping circles are conjuring up a hoodoo attached to the efforts to saive the wrecked liner Mariposa or portions of her cargo. Such a belief is becoming prevalent due to the failure of each attached. tempt so far made.

Advices received today announce the wrecking of a barge sent to the scene by Wilson & Sylvester, of Wrangell, who had taken a contract to remove the movable fixtures of the vessel. The loss of the barge canceled the contract and Port Engineer Research and Port Engineer Raymond reported from the wreck today that operations were not likely to meet with any success until Spring, if anything of the liner is left by that time.

Notice to Mariners.

Record Time.

PACIFIC COAST WINS HONOR

Let. in Spite of Holdup of Five Weeks by Strike.

A PACIFIC PORT, Dec. 1 .- (Special.) Notice to Mariners.

The following affects mids to navigation achieved here today with the launching of a 4000-ton freighter for the Steamers Skagway, from Alaska: Argyll, Juan de Fuca Strait—Neah Bay Light re- Federal Shipping Board—the first from San Francisco; Admiral Dewey, from

roadway, and the slips proper will no longer be catchalls for Front street. At some street ends pools are formed during heavy rains, no provision being made for draining the gutters, and such drawbacks will be remedied.

MARIPOSA HELD HOODOOED Wooden Vessel Launched in caused a drop of \$1, which is now recovered.

Movements of Vessels.

PORTLAND, Dec. 1.—Arrived—Steamers Wapama, from San Francisco; W. F. Herrin, from San Francisco. Sailed—Steamer Johan Poulsen, for San Francisco; steamer Beaver, for San Francisco and San Pedro; steamer Oleum, for San Francisco.

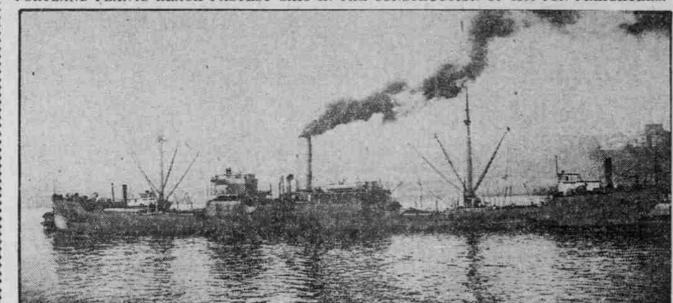
ASTORIA. Dec. 1.—Arrived at midnight and left up at 2 A. M. steamer W. F. Herrin, from San Francisco. Arrived down at 7 A. M. and salled at 2:15 P. M., steamer After Government Contract Is C. M. Clark, for Callao.

SAN FRANCISCO, Dec. 1.—Passed at 10 A. M., steamer Washtenaw, from Port San Luis, for Portland.

ASTORIA, Nov. 30.—Arrived at 7 and left p at S P. M., steamer Wapama, from San

SAN PEDRO, Dec. 1,—Sailed—Steamer Rose City for Portland via San Francisco.

PORTLAND PLANTS REACH FASTEST GAIT IN THE CONSTRUCTION OF 8800-TON FREIGHTERS.



CUNARDER WAR VICEROY PASSING THROUGH HARBOR.

Shipyards today engaged in assembling steel steamers have attained the greatest speed since their establishment, though even that will be increased later. To date two completed steamers have been turned over to the Cunard line and two more of the 8800-ten class are being finished, one, the Landaas, being expected to have her trial in a week, while the Haigren will be delivered early in the year. A fifth has been launched. The same type of vessels is being built at yards on the Pacific and Atlantic

ported extinguished November 30. To be relighted as soon as practicable.

Puget Sound—Salmon Bay dredged channel—Caution—Vessels entering or leaving Salmon Bay are cautioned that dredging is not completed for a distance of about 120 ping Board programme. Added to the achievement is the fact that the new vessel is several hundred tons larger than any wooden ship now affoat. She was launched 120 working days after the line of the entrance range lights. A shifte light on a pile dolphin will be established as soon as practicable at this point to mark the northerly limits of the channel. ROBERT WARRACK, ROBERT WARRACK,

APPOINTMENTS OF PORT REPRE-SENTATIVES ANNOUNCED.

SENTATIVES ANNOUNCED.

Walter Lang, Surveyor for Oregon Di:

trict, Gets List From London Office of Shipping Society.

Changes made in port representatives of Lloyd's Society of Shipping have been requirements. Walter Lang, Surveyor for Oregon Di:

date, February 1, specified in the con-tract with the Government. Two bands, one composed of 22 of the shippard's employes and the other from the University of Washington training station, played patriotic airs during the ceremony. Several thousand persons witnessed the affair. The new vessel is 290 feet over all, 49-foot beam and 28 feet depth of hold and will be equipped with engines which will drive twice agree agreement and all the second probability.

AUXILIARY SCHOONER S. I. ALLARD.

High. Low. M.... 3.9 feet M.... 8.8 feet 9:52 P. M.... -0.3 foot

GROWERS SUFFER LOSS

Because of Closing Locks at Oregon City Steamers Have Been Unable to Leave Portland.

Analges made in port representatives the contract seeks ways being laid out. Seeks are being turned out at the contract seeks throughout the city and prompty as a possible of the seeks as a seek of the Federal long. Again the contract seeks throughout the city and James F. Rosens are the contract seeks throughout the city and James F. Rosens are the contract seeks throughout the city and James F. Rosens are the contract seeks and the contract seeks are being turned out at the contract seeks and the contract seeks are being turned out at the contract seeks and the contract seeks are being turned out at the contract seeks and the contract seeks are being turned out at the contract seeks and the contract seeks are being turned out at the contract seeks and the contract seeks Buys Flect of Boats.

SEATTLE Det.—Title to 12 craft of the North Shelffe cannot the State of the North Shelffe company, two Sections of the North Shelffe company, of Chicago, of the North Shelffe company, of Chicago, of the North Shelffe company and the state of the North Shelffe company two Sections of the North Shelffe company and the state of the North Shelffe co

Two Schooners Are Commandeered by Shipping Board.

S. I. ALLARD TO GO SOUTH

Coast and Was Finished Only Last Year.

Two of the Portland fleet of auxiliary schooners, the City of Portland and the S. I. Allard, both controlled by the McCormick interests and which were built at St. Helens, were commandeered last night by the United States Shipping Board. The S. I. Allard is lying here awaiting drydocking after her first round voyage to Australia, and the City of Portland is at San Francisco with a copra cargo. One report is that at least one of the ver-

sels will be operated between San Francisco and Honolulu. For the past week the taking over of the auxiliaries has been under consideration at Washington, and telegrams received last night confirmed the order. It is the first time since the issuance of an order recently, placing vessels of 2590 tone gross under Government. ernment operation, that auxiliaries have been taken.

City of Portland Pioneer.

It is supposed that the move was de-termined because of the Matson liners Matsonia, Maul and Wilhelmina being commandeered by the Government for use in the Atlantic. Their withdrawal from the San Francisco-Honolulu service was to be compensated in part by the operation of the steamers President and Governor, of the Pacific Steamship Company's line, which have also been taken by the Shipping Board, in addition to five squarriggers owned by the Alaska Packers' Association,

which are to be used between the islands and the Golden Gate.

The City of Portland is the pioneer of the auxiliary schooner fleet on the Pacific Coast. She was constructed by the St. Helens Shipbuilding Company and was finished in 1216. She is a fiveand was finished in 1916. She is a fiveand was finished in 1916. She is a five-master, with a length of 276 feet, beam of 48.3 feet and depth of hold of 18.1 feet. On her arrival at San Francisco November 21, from Sydney, she ended her second voyage from the Columbia River with lumber, the outward voyage being to Port Firie, and she was under charter to make two additional voyages there.

Allard Is Stater Ship.

The S. I. Allard is a sister ship, except she is a four-master and has stacks aft to take care of the exhaust from her engines, while on the City of Portland the aftermast is of hollow of Portland the aftermast is of hollow steel and the exhaust is through that. The schooners carry in excess of 2,000,000 feet of lumber. In the Government classification it is reported they will be considered 3300-ton versels, and will probably be taken on a basis of \$6 aton. The City of St. Helens, also a sister ship and controlled by the Mc-Cormick corporation, is now on her way to the Antipodes. Whether she will be taken on her return probably depends on the situation in the Pacific depends on the situation in the Pacific No instructions are admitted to have

been received relative to the Allard's movements, though it is expected she will be ordered to San Francisco at once and drydocked there, as the two Portland plants are occupied.

Federal Order Not Understood.

Growers along the Upper Willametts who piled potatoes, apples and such products on the bank for shipment broducts on the bank for shipment to the shipment to the same what in the dark as to the scope who piled potatoes, apples and such products on the bank for shipment to the same what is the same what in the dark as to the scope who piled potatoes, apples and such products on the bank for shipment to the same what is the same

ASTORIA. Or. Dec. 2.—(Special.)—The oil schooner Anyil, carrying freight for Coss Bay, arrived from Portland this afternoon and expects to sail tomorrow. She was boarded here by naval and customs officers and as none of her crew had certificates of nationality, all were compelled to secure them before being allowed to sail.

The gasoline schooner Rustler, laden with general freight for Rogue River, arrived from Portland this afternoon and will sail tomorrow if the weather conditions permit. The steam schooner Wapama, arriving during the night from San Francisco, came to load limber at St. Helens.

In the month of November 60 vessels in the domestic trade entered at the local Customs. 41 having carge and 18 being in callast, while 53 vessels cleared for domestic roiner, 36 with cargo and 17 in ballast, Doring the same period four vessels entered and cleared in the foreign trade.

The steam schooner C. M. Clark, carrying a cargo of lumber from Portland sailed tolay for Talara Bay and Callao.

The tank steamer William F. Herch, bringing a cargo of feed oil for Portland, arrived during the night from California.

ABERDEEN, Wash., Doc. I.—(Special.)— The schooner Annie Campbell arrived from ian Francisco and is leading at Wilson Brothers.

The steamers Carlos, Daisy Freeman and Daisy Gadsby are barbound in the lower harbor. The steamer Avalon is expected tomorrow from San Pedro and the Mount Rainler from the same port on Monday.

SAN FRANCISCO, Dec. 1.—(Special.)— The Toyo Kissen Kalsha's Tenyo Maru ar-rived today from Oriental ports by way of Honolulu, more than a week behind her schedule on account of running into a sand-apit at Yokohama last month. The big liner brought a good passenger list and a heavy

brought a good passenger list and a heavy cargo.

Some of the freight originally placed in the holds at Hongkong was left at Yokohama and will be brought here by the Shinyo Maru. The vessel's load had to be lightened to get her off the sandspil.

All the skippers of the Toyo Kisen Kaisha are now Japanese. Captain Smith being the last of the company's American skippers to be relieved. The steamships are subsidized by the government of Japan and a government regulation compels the employment of natives of Japan as navigators.

Although the Tenyo was not damaged by

COOS BAY, On. Dec. 1.—(Special.)—The steamer Martha Buehner arrived this morning at 8 o'clock and is loading impler at the Buehner mill in North Bend.

The steamer Phoenix, which put in here to take poles for the Fyfe-Wilson Lumber. Company, sailed today at 10:30 A. M. for Bandon to complete her cargo.

The steamer Fellowstone discharged a cargo of freight at Marshfield today and will load lumber at the North Bend Mill & Lumber Company. load lumber at the North ber Company.

The steamer Johanna Smith, in tow of a tug, is in the lower bay waiting a chance to get out. The bar has been too rough foday to attempt towing the vessel to sea-

Ridgefield Man Charters Boat.

RIDGEFIELD, Wash., Dec. 1 .- (Spe cial.)—Captain R. Henrici has chartered the steamer Metlako and is now mak-ing the regular daily trip to Portland. The City of Ridgefield, which is the captain's boat, is undergoing numerous

******************** SON OF SPANISH WAR VETER-AN WHO IS IN NAVY



Albert McGinnis.

Albert McGinnis, 20 years old, of Carlton, Or., is another Ore-gon boy who has made good in the United States military service. In June he enlisted in the Navy and was sent to Goat Island. Later he was sent to Mare Island, where he attended the electricians, school. After two months he passed a second-class examination and was sent on to examination and was sent on to San Pedro for further advance-ment. His father is F. McGinnis, of Carlton, a Spanish War veter-an. His grandfather was a vet-eran of the Civil War.

changes, one of them being the install ing of a boiler and steam engine to maintaining efficiency, but that vessel take the place of the gas engine. The owners and licensed officers employed Metiako will be chartered until the City by them appreciate co-operation. There of Ridgefield is ready for the run.

U. S. Naval Radio Reports. (All are 8 P. M. unless otherwise noted.)
ATLAS, towing barge 91, Pert Wells for Richmond, 332 miles north of Bichmond. CELH.O. St. Helens for San Francisco, 10 niles south of Northwest San Rock.
ADMIRAL SCHLEY, Scattle for San Francisco, 23 miles from San Francisco. Sco. 232 miles from San Francisco.
LYMAN STEWART, San Luis for Seattle. | TEUTON FOOD SUPPLY GOOD 13 miles from Scattle.
LA BRAE, San Luis for Vancouver, 603 miles from Vancouver.
MOFFAT, Port Angeles for Richmond, 420 miles north of Richmond.

Columbia River Bar Report. NORTH HEAD, Dec. 1.—Condition of the bar at 5 P. M.: Sea, smooth; wind, west, 32

Senator Chamberlain Says Germany Must Sue on Bended Knee.

34 400.0420 SW Pt. clo
46 48 0.02 S Cloudy
58 421 50 24 NW Pt. clo
12 10 0.04 NW Cloudy
32 38 0.00 12 NW Cloudy
32 38 0.00 12 NW Cloudy
34 50 0.00 SE Clear
46 66 0.00 SE Clear
56 68 0.00 10 SE Clear
56 68 0.00 10 SE Clear
56 68 0.00 10 NC Clear
58 48 0.00 18 SW Snow
58 48 0.00 18 SW Pt. clo
40 46 1 10 SW Pt. clo
40 44 1 24 SW NW Pt. clo
40 44 1 24 SW NW Pt. clo
40 44 1 24 SW Clear
57 70 00 NE Clear
40 44 1 24 SW W Clear
58 48 0 00 SW Clear
58 68 0 00 14 SW Clear
59 00 SW Clear
50 50 00 18 SW Clear
50 50 00 18 SW Clear
50 50 00 18 SW Clear
51 60 00 SW Clear
52 40 00 SW Clear
53 56 0 00 14 SE Clear
54 60 00 SS Clear
54 60 00 SS Clear
55 60 00 18 SW Clear
56 62 0 00 18 SW Clear
57 62 00 00 NW Clear
58 420 18 SW Clear
59 62 00 NW Clear
50 65 00 02 NW Clear atoosh Island aldezs falls Walls...

FORECASTS. Portland and vicinity-Rain; strong south

erly winds.

Idaho-Probably rain or anow.

Washington and Gregori-Rain in west portion, probably rain or snow in coast portion moderate southwesterly winds.

T. FRANCIS DRAKE, Meteorologist.

BULGER IS PLEASED

Inspector Finds Much to Commend in Portland.

HARBOR MUCH IMPROVED

Municipal Wharves and Grain Elevator at St. Johns Declared Creditable Works-Things Accomplished Promise More.

Could some of the pessimists "lay off" a few moments from their pastime of criticising certain features in the marine sphere of Portland, and listen to observations of Captain John K. Bulger, of San Francisco, supervising inspector of the Western district of the United States steamyeasel inspection service, they might have cause to won-

service, they might have cause to won-der how he found conditions to com-mend that they have overlooked.
"In the first place, I was impressed on reading in The Oregonian this morn-ing of the action of members of the Chamber of Commerce in taking up with the railroad interests, the matter with the railroad interests the matter of support should an Oriental service be established." said Captain Bulger yesterday. "I have always been a be-liever in the work that a few men, im-bued with spirit and a proper interest in their community, can do in a ship-ping way. There are always questions to be taken up in that connection at every port and invariably a squad of earnest workers will get results if they know what is wanted and have a rea-sonable idea of whom to draw on to help them.

Then there are the public docks. I

have been visiting Portland for a num-ber of years and outside of the most stirring sight the new shipbuilding plants afford, nothing has added to the facilities of the port and, incidentally, improved the aspect of the harbor, as have the public docks. And the best of have the public docks. And the best of it is you have only begun. The St. Johns municipal grain elevator is a big piece of work, and it places the port on a parity with your competitors. I feel that the Dock Commission is wise in going others one better, in providing for additions to the first unit of the elevator that can be built quickly when needed.

needed.
"Last of all, I am pleased with the report of Captain Cecil Brown, traveling inspector of the steamvessel inspection service, who spent several weeks hr and found no complaints to make. It augurs well for the district and shows not only that Inspectors Ed-wards and Wynn and their staff are are laws and regulations to be followed in our work and we can only enforce them and counsel men how to abide by them. Doing those things and bearing in mind the "safety-first" admonitions of the Washington headquarters, will reduce accidents and keep the fleet in order."

Von Braun Tells Reichstag Committee Not to Worry.

AMSTERDAM, Dec. 1. — Herr von Braun today told the main committee of the Reischtag that the oat supply was PEACE MUST BE FORCED larger than last year and that the war grain supply department was entering the Winter with larger stores than it lad ever held before.

There was no justification, he said, for anxiety regarding the supply of potatoes and of grain for bread.

OREGONIAN NEWS BUREAU, Wash- GERMAN ARMY PAY TO RISE Privates to Get Third More an

> Non-Coms 20 Per Cent Increase. AMSTERDAM, Dec. 1. The pay of German private soldiers is shortly to be increased by one-third, it has been an-nounced in the main committee of the

Reichstag, according to Berlin dis-Non-commissioned officers are to lave their pay raised 20 per cent.



Largest Practice in the West

The Thompson Optical Institute has built up the largest retail optical business in the West.

I Dependable eye wear, intelligent service, satis-

faction-three of the many reasons for our success. We give you highly satisfactory eyeglass service because we under-

stand your needs and

cater to them. We guarantee satisfaction because we know that every pair of glasses we furnish is accurately ground to fit your spe-

cial needs. Besides, we do all the work under one roof, from the examination of your eyes to the accurate fitting of the finished glasses.

THOMPSON OPTICAL INSTITUTE

Portland's Oldest and Largest Ex-clusive Optical House. Established 1901.

209-10-11 CORBETT BUILDING, FIFTH AND MORRISON.