

NORWEGIAN FIR WILL GO TO ARABIAN PORT

Motorship Assignment Marks Entrance to New Field.

BRITISH BUSINESS GROWS

100,000 Feet to Be Used for Broom-handles Soon Will Be Sent to United Kingdom.

Engagement of the Norwegian full-towered motorship Kirkland, now being completed on Puget sound, to load 2,000,000 feet of fir here for a port on the Arabian sea, marks the entrance of the northwestern lumber trade into an entirely new field. The Kirkland was closed for yesterday by the Pacific Export Lumber company for early October loading, and the fact she is a new ship and that she works the first cargo ever floated here for that destination, makes her coming doubly interesting.

In dispatching the vessel, the charterers will clear her for Bombay for orders, and by the time she reaches the Arabian sea, the destination in the Arabian sea will be determined. The same interests recently closed negotiations for the schooner George, to load lumber for the same business, and it is understood there is other business pending which will probably send Oregon fir to zones across the Atlantic which are new to the northwest manufacturers and exporters.

In the way of new United Kingdom business the Pacific Export Lumber company has engaged space with the Columbia Pacific shipping company for 100,000 feet of fir to be utilized as broomhandle stock, which will go forward on the steamer Waban, a new vessel, to be loaded in the Williams, Diamond & Co.'s fleet.

Added to that business is a regular movement to the far east on liners the Pacific Steamship line is operating from the Columbia river district, with occasional full cargoes sent away also to assist in maintaining stocks at various oriental ports. The company has added in the way of return cargoes for the new oriental fleet as well, one of the principal items being oil, the first lot of which is to move here on the steamer Waban.

STEAMER DEVA IS ASSIGNED

New Wooden Vessel to Take Cargo to Honolulu, Sailing Sept. 6.

The new 4500-ton wooden steamer Deva, built by the Supply & Ballin Shipbuilding corporation, has been assigned to the Columbia Pacific shipping company for operation for the Matson line, and will sail September 6, for Honolulu and Port Allen on the island of Kahoolawe. It was announced yesterday by A. C. Stubbs, general manager of the Columbia-Pacific company.

The Deva will be the largest Portland-built vessel that has ever sailed from here for Hawaii. During the past four months, the Columbia-Pacific company, acting as Portland agents for the Matson line, have sent four other vessels to Hawaii, the steamers Glyceria, Glymont, Glyndon and Meriden. All of these vessels are of the 3500-ton type. The Deva was accepted by the operating company from the builders at noon yesterday.

JAPANESE TOYS ARE COMING

Shipments Through Tacoma This Fall to Reach Valuation of \$1,000,000.

TACOMA, Wash., Aug. 30.—(Special.)—Shipments of Christmas toys will begin to arrive in Tacoma from Japan early in September on O. K. vessels. According to Captain O. K. Kinsman, which have been in port here of late, the toy shipments are on the docks at Japanese ports awaiting vessels to call. This is the first opportunity since the war started that Japanese goods have been given cargo space for toys.

Japan did not make much of a bid for the American toy trade prior to the war, as Germany carried the bulk of Christmas business. It is estimated that toy shipments through the port of Tacoma will reach a valuation of \$1,000,000, as from now until December every inbound steamer will carry such a cargo. The freight will be rushed to eastern markets over the Milwaukee road.

DOYLESTON SAILS FOR BOMBAY

Cargo of 1,650,000 Feet of Lumber Supplied by Three Companies.

The new steamer Doylestown left down the coast yesterday with a cargo of 1,650,000 feet of lumber for Bombay, India. The Doylestown, which has a tonnage of 3500, was built by the Albina Engine & Machine Works, and was launched December 12, 1918, and is now being operated by the Pacific Steamship company. The cargo was supplied by W. R. Grace & Co., and was loaded by the Pacific Steamship company. The Doylestown was the last vessel built for the government by the Albina Engine & Machine Works.

Steamer West Hartley Launched.

The 5800-ton steel steamer West Hartley, hull 28 of the Columbia River Shipbuilding corporation, was launched yesterday morning. Miss Irene Wind, daughter of J. V. Wind, United States inspector of hulls and boilers for this district, was sponsor for the vessel. The West Hartley has been assigned by the shipping company to the Columbia Pacific Steamship company for operation. She will carry a cargo of flour to Europe.

Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 30.—(Special.)—The steamer schooner Flavel, which is loading lumber at the Hammond mill, will complete her cargo tomorrow evening and sail for San Pedro.

The steamer schooner Bonham sailed from San Pedro this port to load at the Hammond mill.

The steamer schooner Johan Poulsen sailed at 5 o'clock last evening for San Francisco with lumber from Westport.

Active dispatching to the Columbia Pacific Steamship company for operation. The steamer Corvallis, laden with lumber for the United Kingdom, sailed at 5:30 today for San Pedro.

The steamer Bonita, which has been loading lumber at Wauna, sailed at 5 o'clock this morning for Portland to complete her cargo.

The steamer Doylestown, laden with lumber from Portland to Bombay, sailed at 5:30 this afternoon on her 12-hour trial trip at sea.

TACOMA, Wash., Aug. 30.—(Special.)—In command of Captain W. P. Eckert, the steamer Elvira arrived here during the night and will load flour for the east coast. Captain Eckert, who is a Tacoma ship manager, has just resigned from the Garfield line steamer Justine. The vessel will be here until Thursday loading and take around 1000 tons of flour from here. She is under the W. R. Grace & Co. flag. The Elvira is one of the late 5000-ton steamers put out at the Skinner & Eddy yards at Seattle.

Active preparations are under way here to secure a review of the Pacific fleet by President Wilson upon its arrival at Tacoma.

HOUSEBOAT OWNER BUILDS OWN DRYDOCK AND SAVES MONEY.



HOUSEBOAT ELVIRA, OWNED BY J. J. MCCARTHY AND L. A. WEST, UNDERGOING REPAIRS IN ITS HOME MADE DRYDOCK AT RIVERDALE.

One way for a houseboat dweller to beat the high cost of everything is to build his own drydock. That is what J. J. McCarthy and L. A. West did, and they saved about \$1150 on the deal. This is the way it worked:

McCarthy and West have a large houseboat, one of the very finest on the river, and McCarthy was, and is, living in it at Riverdale. He wished to stop a couple of small leaks in the hull and overhaul the craft generally, but the Port of Portland drydock was so busy with shipping board vessels that it couldn't be bothered with a houseboat. Two private drydocks conspired to offer McCarthy terms of \$250 for raising his boat, and \$50 a day thereafter as long as he wanted to keep it there.

McCarthy solved the problem by calling in a man with a pile driver and hiring him to drive some piles into the river bottom at Riverdale. This was something of a task in itself because the bottom at this point is solid shale rock, but when the piles were capped

with steel points, they went in with hardly a struggle.

The pile-driving operation was conducted when the water was at about mean level. When the river filled up last June, McCarthy floated his houseboat over the improvised dock, moored it there and bided his time. Now the houseboat rests on its stilts 15 feet above water and workmen are repairing it without any extra charge of \$50 a day for taking their time. The total cost of building the home-made drydock was \$600, as against \$1150 for the use of a regular drydock. Net saving—\$1150.

The houseboat now owned by J. J. McCarthy and L. A. West was built in 1906 by Fred Morris of Morris Brothers. He later sold it to Dorr E. Keasy, who in turn occupied it and then sold it to West and McCarthy.

The house is 106 by 23 feet in overall dimensions, is two stories in height and contains 16 rooms and a dance floor, not counting its private freestanding bathing and water systems.

Mr. McCarthy expects to have his home afloat once more when the river rises again in January.

DANIELS WILL VISIT PORTLAND SEPT. 17

Inspection Trip on Columbia Set for Next Day.

VICTORIA CALLS FLEET

Squadron to Go to British Columbia Capital; President Asked to Review Ships in Seattle.

ABOARD U. S. S. NEW YORK AT SEA, Aug. 29.—(Delayed.)—(By the Associated Press.)—Secretary of the Navy Daniels will leave San Francisco at 6 o'clock the morning of September 1, aboard the dreadnaught New York for Puget Sound, he announced today. Admiral Hugh Rodman, commander-in-chief of the Pacific fleet, will accompany the secretary with the flagship New Mexico and four destroyers.

The secretary's party will be the same as that on the Hawaiian cruise. The party includes Mrs. Daniels, their sons, Frank and Jonathan Daniels, Admirals McKean and Parks, Commander Foote, personal aide to Secretary Daniels and Commander Paymaster Coran.

The remaining vessels of the fleet will leave San Francisco September 2. The secretary and Admiral Rodman will leave a day ahead so as to be able to accept an invitation from Victoria, B. C., to visit there.

Secretary Daniels said the ships which will sail under Admiral Rodman ahead of the others will make their first port call after leaving San Francisco at Port Angeles, Wash. This port will be reached at 8 o'clock the morning of September 11, it is expected. The warships will be there two hours.

Admiral Rodman will leave Victoria September 12, arriving at Seattle at 10 o'clock the same morning.

After Admiral Rodman's ships leave Victoria they will join the remainder of the fleet, all arriving at Seattle at the same time in column formation, anchoring September 12.

Secretary Daniels will visit Bremerton navy yard for an inspection preliminary to making recommendations for new work necessitated through the largely increased Pacific fleet.

The fleet will be in Seattle and vicinity all days September 13 and 14, and will leave Seattle at 8 o'clock the following morning for Tacoma, arriving there at 10 o'clock.

Secretary Daniels will take leave of the fleet the afternoon of September 17, going to Portland, Or., by train. He will arrive in Portland at 10 o'clock that night.

Columbia River to Be Inspected. Secretary Daniels the next morning will board a destroyer at Portland for a trip of inspection of the Columbia river and Astoria, arriving at that port at 3 o'clock in the afternoon. He will leave Astoria at 8:10 that night, returning to Portland. The following night at 7:10 the secretary will leave Portland by train en route to Chicago.

Secretary Daniels took instructions for new work necessitated through the largely increased Pacific fleet. The fleet will be in Seattle and vicinity all days September 13 and 14, and will leave Seattle at 8 o'clock the following morning for Tacoma, arriving there at 10 o'clock.

Seattle, Aug. 30.—President Wilson will reach the Puget sound September 13, the day on which the Pacific fleet will anchor here, according to yesterday's dispatches. Seattle committees today wired President Wilson and Secretary Daniels endeavoring to arrange a personal review here.

Marine Notes.

The steam schooner E. M. Meyer shifted yesterday from Linton to Westport. The steamer Dardania moved to St. Helens last night.

The schooner Multnomah and Daisy will sail today from St. Helens. The steamer Medford moved from Vancouver to the West Oregon Lumber company last night.

The steamer Buft shifted last night from Wauna to the Iman-Poulsen dock. Beginning this week, the river steamer Georgians will tie up on Friday instead of Monday.

The Sunday night boat service from Astoria to Portland is to be discontinued. The steamer Blue Ensign will go to Grays Harbor today to load lumber for the United Kingdom.

The steamer West Harts will shift tomorrow to St. John to finish loading lumber for the Orient.

The steamer West Segovia will start loading her lumber cargo at the Clark-Wilson mill today.

Tailoring Concern Incorporates.

ALBANY, Or., Aug. 30.—(Special.)—Articles of incorporation were filed in the county clerk's office here yesterday for the Hub Cleaning Works, Inc., which will operate a large cleaning and pressing establishment and conduct a general tailoring business in Albany. The incorporators are J. G. Minton, C. E. Williamson and Lloyd Talbot, and the capital stock is \$5000.

Fry to Get Warehouse.

ALBANY, Or., Aug. 30.—(Special.)—A new warehouse will be erected at

Fry station, on the Albany-Lebanon branch of the Southern Pacific by M. G. Reed of this city. Work on the structure will be started next week. Mr. Reed is now wrecking a large old livery stable in this city on the site of the new garage to be built by the Murphy Motor company and will utilize the lumber from the old structure as part of the material for his new warehouse.

HUSBAND OF EIGHT HELD Man to Be Taken From Wisconsin to New York for Trial.

NEW YORK.—Charles Wilson will be brought back from Wampum, Wis., to stand trial for bigamy. He has been characterized by Assistant District Attorney Ryttenberg, who presented the case to the grand jury as "New York's most married man."

Wilson will complete a two-years term in the Wampum prison Sunday, on a charge of grand larceny. He will be arrested immediately by Detective Stanley Gorman, of the district attorney's office, who has left for the western city.

Mrs. Fay J. Zaff Wilson of No. 1913 Madison avenue, complained against Wilson that he married her November 12, 1916, when he had a wife living at that time. Mrs. Caroline K. Morris Wilson of No. 5 South Fourteenth avenue, Mount Vernon, has testified that she was married to Wilson June 7, 1915. Mr. Ryttenberg told the grand jury information in the district attorney's possession indicated that Wilson had married at least eight different women, and when he got their money abandoned them.

Ferry Course Change Asked.

MARSHFIELD, Or., Aug. 30.—(Special.)—Viewers who planned for the day to take a ferry across Corvallis bay have been recommended a change from the place chosen in 1917 to a point a mile northward, declaring the relocation would save \$10,000 of road money. Such a change, however, would deprive Kentuck inlet of the expected connection with the Glasgow highway and has been appointed a state bank examiner by Commissioner L. H. Moore, to take effect September 15. Mr. Eberling, who is in charge of the project, has been employed by the forestry service.

Roseburg Soldier Returns Home.

ROSEBURG, Or., Aug. 30.—(Special.)—Walter Allen, son of Mrs. Sarah Davis of this city, returned recently having served overseas with the United States marine corps for over a year. He was at the front at the time of the signing of the armistice and saw some hard service prior to that time. After visiting friends and relatives here for a few days he expects to go to Spokane, where he has been employed by the forestry service.

State Bank Examiner Appointed.

OLYMPIA, Wash., Aug. 30.—(Special.)—Corwin H. Eberling, assistant cashier of the First National bank of Hoquiam, has been appointed a state bank examiner by Commissioner L. H. Moore, to take effect September 15. Mr. Eberling, who is in charge of the project, has been employed by the forestry service.

Soviet Officer Insane.

BERLIN, Thursday, Aug. 28.—(By the Associated Press.)—Dr. Lipp, who participated in the soviet government at Munich and issued orders which were considered amazing, was declared insane after a long trial because of his mental condition. For sometime he has been confined in an insane asylum.

Overland Crossings Sought.

SALEM, Or., Aug. 30.—(Special.)—The state highway commission has filed applications with the Oregon public service commission asking for the establishment of two overland crossings over the tracks of the Klamath Falls municipal railroad. Hearing of the petition probably will be set for early in October.

Albany Laundry to Move.

ALBANY, Or., Aug. 30.—(Special.)—The Albany steam laundry will move Monday into its new building just completed at the corner of Second and Ferry streets in this city. It will then have one of the most modern plants in the state.

Seattle Solist to Sing Here Today.

Mrs. Franklin C. Hackman, solist in St. Stephen's Episcopal church, Seattle, will sing the offertory section at the Wilbur Memorial Methodist Episcopal church, in the assembly room of the Multnomah hotel at the morning service today. Mrs. Hackman is visiting at the home of her parents, Mr. and Mrs. J. J. Johnson.

Fifteen Trans-Atlantic Trips Made.

ST. HELENS, Or., Aug. 30.—(Special.)—Emmett T. Williams, member of the firm of J. L. Williams & Sons, has returned from a 21 months' service in the navy. He was on the transport Wilhelmna most of the time, made 15 trips across and received an honorable discharge with unusually high rating.

Shell Shock Victim Sought.

SALEM, Or., Aug. 30.—(Special.)—Salem Red Cross workers have been asked to assist in finding George Nelson, of Calgary, Alberta, who is suffering from shell shock and is thought to be somewhere in this vicinity. Nelson's hair is said to be gray, although he is only 31 years of age.

GOLDSEEKERS' SHIP SAFE IN ARCTIC

Schooner Casco, Stevenson's Old Craft, Under Way.

EXPEDITION LEADER BACK

L. S. McGirk, Mining Engineer, Left Behind in Northern Storm, Gets Word of Companions.

SAN FRANCISCO, Aug. 30.—The schooner Casco, once owned by Robert Louis Stevenson, did not come to grief in northern Alaskan waters and compel the abandonment of plans for a peaceful conquest of resources on the Siberian coast, according to Leon S. McGirk, a San Francisco mining engineer, leader of the Casco's adventures, who arrived here today from the north. On August 15, McGirk said, the Casco not only was safe with her party of 15 or more persons, but was making her way farther north to a secret destination on the Arctic side of the Siberian coast under command of Captain C. L. Oliver, a San Francisco navigator.

Some advices recently told of the Casco's peril in a storm, but the ultimate fate of the little schooner was not known until McGirk today related the mishaps of the vessel from the time she sailed from Nome on July 13. Although she was in no danger of being lost, McGirk said, the weather moderated sufficiently to permit McGirk and G. M. Harwood, the Casco's first mate, to go ashore on the Siberian coast and investigate the possibilities for anchoring their ship in an apparently safe harbor.

Two Men Left Ashore.

During the absence of the two men, a fresh storm arose, hurling a mass of ice against the Casco. The vessel's anchor chain parted and the ship drifted out to sea, leaving McGirk and Harwood castaways with no shelter and a scant supply of provisions. The men soon found a native village, where they remained six days, awaiting the return of the Casco, but the wait was in vain.

Natives brought word to the village of the presence of a steamer 20 miles south and to this location the two Americans made their way. The vessel was the United States coast-guard cutter Bear. An all-day search by the Bear failed to find any trace of the Casco. The trading schooner Belvedere was encountered by the Bear and requested to report any word of the missing Casco. The Bear then proceeded to Nome.

The Belvedere in the meantime proceeded north and soon found herself frozen in by the ice. Natives brought her from the coast and brought tidings that the Casco was safe in shelter at Cape Serdze. As soon as the Belvedere freed herself from the ice she proceeded to the Casco's position and wireless the story of the Casco's misadventures to the cutter Bear, then at Nome.

Casco Ordered to Continue.

McGirk sent back radio instructions for the Casco to continue on her destination or if that was not possible to winter at some favorable spot along the coast. As the vessel is provisioned for 18 months, McGirk expressed no fears for the comfort of the party. In the spring, McGirk said, he would outfit another vessel and go northward to join the Casco party and continue the search for Siberia's hidden riches.

The last heard of the Casco was on August 15 when the vessel reported through the Belvedere that she was proceeding in the Arctic ocean from Kaluchin bay, north of Cape Serdze, with her winter destination planned for Van Karem, a Siberian trading station.

DAILY CITY STATISTICS

Marriage Licenses.
NORRIS-SHEPHERD—William H. Norris, 26, 1012 East Grant street, and Viola F. Burns-Thayer, 27, H. Burns, 24, Astoria, and G. Marie Taylor, 19, 513 1/2 Vista avenue.
MAGEE-BAXTER—C. B. Magee, 37, Seattle, Wash., and Fannie Baxter, 34, Couch street.
SQUIRE-NOONAN—Frank C. Squire, 34, 408 Wells-Fargo building, and Marge Noonan, 33, 575 Elm street.
SPRENGER-PRICE—David Sprenger, 45, 445 1/2 Hawthorne avenue, and Mrs. Martha Price, 44, 445 1/2 Hawthorne avenue.
PAHUT-MATTOON—Leon Henry Pahut, 30, 480 East Yamhill street, and Verda Mattoon, 21, 472 Main street.
BERNARD-LEVERMAN—William R. Bernard, legal, Spokane, Wash., and Mattie Leverman, legal, 321 East Third street North.
STEWART-WADE—William Stewart, legal, 1218 1/2 Tacoma avenue, and Lucy J. Wade, legal, 1218 1/2 Tacoma avenue.
JOHNSON-COMPTON—Fred C. Johnson, 29, 634 South avenue, and Esther E. Compton, 21, 424 Taylor street.
NEUSHIN-DIRECTOR—S. Neushin, 27, 268 Hawthorne avenue, and Anna Director, 21, 275 Wood street.
DUNNIE-SMITH—James Dunnie, 24, 1515 Third street, and Kate Smith, 18, East Fifth street and Thirty-first avenue.

Vancouver Marriage Licenses.

JOHNS-JESSE—David John, 21, of Portland, and Ruth Jesse, 20, of Portland.
WEIDENKELER—MARGARETIDS George Weidenkeler, 20, of Portland, and Bergeta Margarete, 20, of Portland.
AUGUSTINE-LYON—George Augustine, 30, of Portland, and Lillian Lyon, 27, of Astoria, Or.

Academy to Open Sept. 15.

ALBANY, Or., Aug. 30.—(Special.)—St. Mary's academy, in this city, will open its school year this fall on September 15. This school has been operated continuously here for the past 17 years.

TRAVELERS' GUIDE.

S. S. City of Topeka
Sails at 9 P. M., September 4, for Coos Bay, Eureka and San Francisco, connecting with the Alaska line at Eureka and San Diego. Tickets sold at all these points and baggage checked through. Round-trip tickets to Alaska via Topeka, Alaska are on sale until September 30. Make Reservations for Your Vacation.

Ticket Office, 101 Third Street.
Main 1408, A 3222.
Local Freight Office, East 4331.
PACIFIC STEAMSHIP COMPANY



In Time of Peace Prepare for War

This advice may well be considered by parents of school children by changing it to read—

During Vacation Prepare for School

Have the boy's eyes tested—have the girl's eyes tested. If the examination shows any eye trouble—and indication of serious eyestrain—have a pair of glasses made for them. It will save them much discomfort and many headaches—perhaps change a dull, stupid scholar to a bright and energetic one.

You will know that you have given them the best attention for their eyes—my thorough examination and Perfect-Fitting Glasses.

Dr. Wheat

Eyesight Specialist
Second Floor Morgan Building
Entrance on Washington St.

of Portland, and Flora Lyon, 49, of Portland.
FRAMER-BANK—W. M. Brainer, 54, of Portland, and Mary Bank, 54, of Portland.
MILLER-PURTON—Deane Miller, 41, of La Grande, Or., and Helen Purton, legal, of La Grande, and Anna Brainer, 35, of Portland.
PEARSON-EDWARDS—John Pearson, 27, of Portland, and Ethel Edwards, 24, of Portland.
PASMORE-ROBERTS—Carl Pasmore, 25, of Ridgefield, Wash., and Blanche Roberts, 21, of Ridgefield, Wash.
LIMPT-INGEL—Andri, 18, of Portland, and Martha Johnson, 18, of Portland.
WOOD-BREED—C. H. Wood, 50, of Orchard, Wash., and Anna Breed, 35, of Orchard, Wash.
RIPLEY-KAY—Joseph Ripley, 27, of Portland, and Beatrice Knapp, 25, of Portland.
NE-REID—Claude Lane, 39, of Ridgefield, Wash., and Jessie Reid, 33, of Hill-vard, Wash.
KIRKIN-CARLSTAD—Olef Cookin, 33, of Cathlamet, Wash., and Louise Carlstad, 30, of Cathlamet, Wash.
AVIS-KAIN—Samuel Avis, legal, of Salt Lake City, Utah, and Lola Kain, legal, of Portland.
KELLY-INGEL—William Kelly, 36, of Salem, Or., and Lillian Ingel, 36, of Salem, Or.
SHEW-TOLEY—James Shaw, 42, of Portland, and Sadie Toley, 39, of Portland.
BOWLER-LYNCH—Thomas Bowler, 38, of Portland, and Lillian Lynch, 31, of Astoria, Or.

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Ticket Office, 101 Third Street.
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PACIFIC STEAMSHIP COMPANY

SAN FRANCISCO S. S. Rose City

Depart—12 Noon
MONDAY, SEPT. 1
From Astoria Dock
Fare includes Berth and Meals.
City Ticket Office, 33 and Washington
Phone Main 3530
Freight Office, Astoria Dock
Phone Broadway 268
SAN FRANCISCO & PORTLAND S. S. LINES

Astoria and Way Landings

STEAMER GEORGIANA
Leaves Astoria street dock daily, except Friday, for Astoria, 10 A. M.
Returning leaves Astoria 2 P. M.
Steamers Undine and Lurline leave Portland daily, except Sunday, for Astoria, 10 A. M.
Leaves Astoria daily, except Sunday, 7 P. M. Fare \$1.65 each way.

THE HARKINS TRANSFER CO.
Main 1423-A 4122.

Steamer

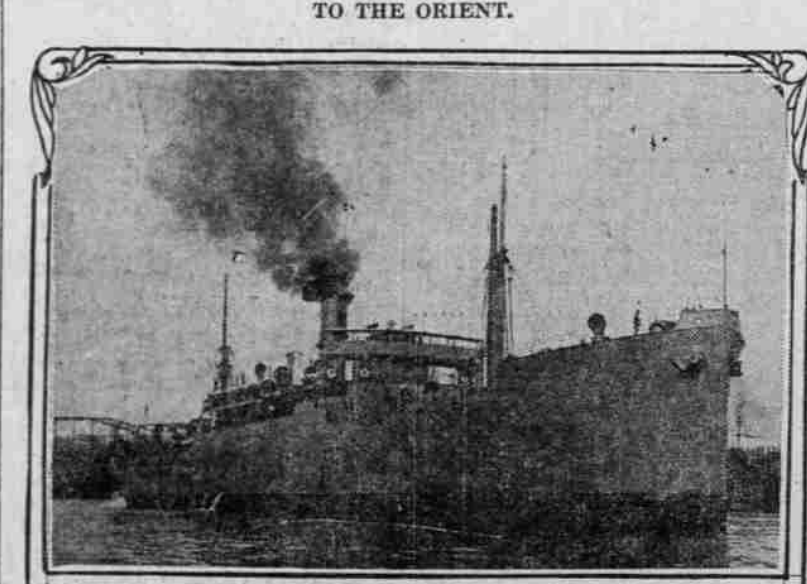
for
SAN FRANCISCO, LOS ANGELES
AND SAN DIEGO
SAILING WEDNESDAY P. M.
M. Hollins, Agent, 122 Third St.
Phone Main 26.

STEAMERS

The Dalles and Way Points.
Sailings, Tuesdays, Thursdays and Saturdays, 7 A. M.
DALLES COLUMBIA LINE
Taylor St. Dock. Main 8065.

AUSTRALIA

Honolulu, Suva, New Zealand.
The Pacific Passenger Steamers
B. M. S. "MAKULA" R. M. S. "MAKULA"
20,000 tons. 13,500 tons.
Sail from Vancouver, B. C.
For fares and sailings apply Can. Pac. Railway, 55 Third St., Portland, or Canadian-Australian Royal Mail Line, 440 Belmont St., Vancouver, B. C.



Steamer West Segovia.

—Photo by Angelus Commercial Studio.

THIS VESSEL IS THE SECOND SHIPPING BOARD STEAMER TO BE ASSIGNED AS AN ORIENTAL LUMBER CARRIER.

The new 5800-ton steel steamer West Segovia is