Sale Is Prospective.

Announces Steamers Sold

Shipbuilding corporation, have been

sold to the Green Star line of New

York, according to an announcement

made in a New York paper. J. E.

Bowles, president of the Northwest Steel company, admitted yesterday

with the Green Star interests, but de-

H. W. Platenberg, secretary to J. R.

launched last Thursday by the Co-lumbia River company, the Almeda

Purchase Is Announced.

Commercial Bulletin says:

nied knowledge of the actual sale,

# **BILL TO FIX RATES** ON SHIPPING FOUGHT

Esch-Pomerene Plan Is Attacked by A. F. Haines.

PREJUDICE IS FORECAST

Manager of Admiral Line Declares . Proposal Is Both Illogical and Unfair.

"If deemed absolutely necessary that there be rate regulations of wa-

for American shipping as to prove an insurmountable handleap to its de-tain J. H. Piliz, of the emergency fleet velopment. After having spent billions for ships during the war, I do ranging for the removal of the emergency

Aid to British Predicted.

"The interstate commerce commission has not been able to exercise its authorized control of traffic to, or through, foreign adjacent territory and is prevented by reason of limitation of international law from exercising such control over extrateritorial freight and passenger rates. The only result, so far as Alaska is concerned, if this bill is passed, would be to aid British carriers in the continuation of their efforts to drive American bottoms from this purely domestic trade.

"The interstate commerce commission showed its partiality towards the sullivation of the search in that arrangements can be made for storing approximately 22,000 tons of coal there for bunkering vessels.

Carrying a full carge of lumber from Westport, the steam schooner Johan Poulset, the steam schooner Joha

the railroads when it compelled wa-

2500-ton Forest line barkentines being built here, was launched at the Grays Harbor Motorship corporation yards today, Mrs. Halph A. Schoenfeid of Seattle acting as sponsor. The Forest Dream will load at Harbor Mills, and will be ready to sail on her maiden voyage to Sydney. Australia, early in Denember. Her sister ship, the Forest Pride, will finish loading at Cosmopolis Monday, and will complete taking on cargo at the Bay City mill. The Forest Pride is also on her first trip to Australia. The Forest Nymph will follow the Forest Dream down the way in about 10 days.

The barkentine Retriever laden for Peru has been towed back from the lower harbor to the city dock, Hoquiam, to remain there awalting the recovery of Captain H. Hoppen, who underwent an operation for appendicitia at the local hospital.

The steamer Wankeena has Inished taking on cargo at the Hoquiam Lumber & Shingle company's mill, Hoquiam, and expects to clear tomorrow for San Francisco.

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SEATTLE. Wash., Nov. 8.—(Special.)—
Under charter to the Pan-American line, the motorship Lisby Maine, owned by Libby, McNeil & Libby, will go on berth at pier 8 Monday for ports in Mexico and Central America. George S. Bush. & Co. Puget sound agents for the line, announced today that the vessel would also accept cargo for San Francisco.

The Libby Maine is expected to sall from this port next Wednesday and will tall in Mazatlan, San Blas, Manzanillo, Acapulco, Salina Cruz, Champerico, San Jose, Deguatemala, Acajutla, Lu Libertad, Lu Union, Amapala, Corinto and Punta Aranas.

Bound for Europe, the steamship Heff-ron, Captain J. E. Guptill, of the shipping heard, managed and operated by the Pa-lific Steamship company, sailed from Kobe, October 21, after undergoing ex-tensive repairs to her hull, according to advices received in Seattle today from the arient.

advices received in Seattle today from the crient.

Seattle's huge new public shipping terminal being constructed at Smith cove at a cost of \$2,500,000, which will be the biggest commercial pier in the world, will be ready to berth ships and handle carge by May I, according to George F. Nicholson, chief engineer of the port commission.

Gold bullion valued at \$200,000 from the mining camps of the Seward peninsula is aboard the Alaska Steamship company's liner Victoria, new on her way from Nome.

St. Michael and Golovin for Seattle.

The Victoria has 310 passengers and a consignment of 300 barrels of salt salmon from Golovin.

at the Coos Bay bar, the swells and bregks lessened this marning so that navigation was again resumed and ordinary conditions prevailed.

The steam schooner Tellowstone, which had been off-shore for 36 hours, came into port today and delivered freight she brought from San Francisco.

The steamer C. A. Smith delayed in the lower bay for one thay sailed for Bay Point and San Francisco, carrying lumber. The steam schooner Martha Buchner, which had been in this port for five days, sailed en route to San Francisco with a general lumber cargo from the Buchner mill.

mill.

The last of the government-owned ship material and supplies was transported to San Francisco the past week on the Yalin-ax. It was picked up at the Coos Bay Shipbuilding company yard and the Kruse & Banke plant.

TACOMA, Wash, Nov. S.—(Special.)—
he first vessel of the newly-organized
an-American line to call at Tacoms will
as the Libby Maine, inder charter to the
ompasy and scheduled to arrive here
vednesday. The vessel has general cargo
o load here for west coast ports, including
dexico.

Mexico.

Captain Ernest Seel has succeeded Captain Nyman as master of the schooner Levi W. Ostrander, now overhauling at Tacoma. The vessel is expected to be ready for sea within a short time. Captain Seel, who is one of the well-known northwest navigators, has been residing in Calgary for some time.

"The conditions which the EschPomerene bill would impose upon non-railroad owner coastwise steamship lines would be of such an inflex-

"The conditions which the EschPomerene bill would impose, upon 
non-railroad ownec coastwise steams 
ship lines would be of such an inflexible and onerous character that some 
of them at least would undoubtedly 
withdraw their steamers from the 
coastwise trade," said A. F. Raines, 
vice-president and general manager 
of the Admiral line, in a statement 
issued today.

The Esch-Pomerene bill would 
place common carriers in the coastwise trade under the jurisdiction of 
the interestate commerce commission. 
M. u. c. h. opposition has developed 
against the bill on the ground that 
a commission, living and moving in 
a railroad atmosphere, is not the body 
to regulate the railroad's only competitor.

"The bill is illogical, as well as unfair," said Mr. Haines. "It is illogical 
because it assumes that ships operate 
on the same conditions as railroads. 
It is unfair because it picks out only 
certain classes of vessels for restrictive handicaps, leaving other vessels 
in the same trades to resort to any 
cutthroat tactics they see fit.

Separate Measure Suggested.

"If deemed absolutely necessary 
that there be raie regulations of water carriers in the coastwise trade."

The coastwise trade, so the steamer 
sailed without cargo.

Alter loading 500,000 feet of lumber at 
Bellingham, the schooner Resolute shifted 
this place to sign a trew and clear for 
Melbourne. While en route from Bellingham in tow of the steamer Siskiyou the 
two vessels are an interest that the schooner marringale was 
carried awar. Bepairing will detain her 
sailling a few days.

With general cargo it capped to have a marringale was 
carried awar. Bepairing will detain her 
sailling a few days.

Under charter to the Pacific 
Steamship company, sailed tonight direct 
for Yokolama.

The said move fit is when a cargo of coal from 
Much opposition that 
a cargo of coape of the smelter at 
Bellingham, the schooner Resolute shifted 
this place to sign a trew and clear for 
Melbourne. While en route from Bellingham in tow of the s

"If deemed absolutely necessary that there be rate regulations of water carriers in the coastwise trade, then such provision could best be accomplished by a separate measure, which would take into account all the complexities and difficulties of water transportation not involved in transportation by rail.

"Certain provisions of the bill intended to apply only to coastwise shipping will operate to limit investment in American ships for engagement in foreign trade, as well. Coupled with other restrictive features which may be admirable as applying to railroads the bill would not seen to be discharged at Seattle, the property of the coastwise shipping to railroads the bill would not seen to puget sound on her last trip from the northern mining snectopols, has 300 assemblers. On her last trip from the northern mining snectopols, has 310 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 320 passengers. On her last trip from the northern mining snectopols, has 3200 passengers. On her last trip from the northern mining snectopols.

tures which may be admrable as applying to railroads, the bill would constitute such a repressive policy this morning from Yekohams.

Bringing 6000 tons of general oriental freight to be discharged at Seattle, the Co. S. K. steamer Chicago Maru arrived this morning from Yekohams.

not think the American people will be satisfied to see the American merchant marine legislated off the seas to a condition such as existed in the pre-war days.

Aid to Brittah Predicted.

"The interstate commerce commissions of the seas that arrangements can be made for storing approximately 25,000 tons of coal there for unkering vessels.

SAN FRANCISCO, Nov. 8 .- (Special.) the railroads when it compelled water carriers to move joint rail and water carriers to move joint rail and water cargo at a loss in excess of \$2 a ton and by this action subsidizing an unfair rate for the benefit of inland shippers at expense of port-by port shippers. Except in the opinion of the railroads, the public has generally believed its interests well served by water lines.

SAN FRANCISCO, Nov. 8—(Special.)—All records for the Tenyo Kiser Kaisha liners were broken today when the Tenyo Maru, Captain T. Misika, sailed for the orient via Honolulu with 1000 passengers, the slargest list ever carried by one of the ships from this port. The actual number would have been one over this figure, but at the last moment one man learned to his sorrow that his passport had not come through.

The steerage list of 607 was due to the fact that there were so many prospersus

of the railroads, the public has generally belleved its interests well served by water lines.

Inflexible Rates Opposed.

"If the Esch Pomerene bill is passed and the commission is authorized to appoint committees for traffic districts, with power to approve changes in rates, it is logical to presume that the personnel of such committees will be largely composed of the present traffic committees appointed by the United States railroad administration who could not sit in impartial or competent judgment on questions pertaining to water transportation.

"Under section 10 of this bill, it is proposed that the commission shall be authorized not only to fix maximum rates, but minimum rates. With minimum rates established, which would necessarily be of an inflexible nature, we would find ourselves at the mercy of tramp vessels or schooners whenever they were in our ports."

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash, Nov. S.—(Special.)—The Forest Dream, second of four 2500-ton Forest line barkentines being built here, was launched at the Grays Harbor Mills, and will be ready to sail on her maiden voyage to Sydney, Australia, sarly in December. Her sister ship, the Forest Pride, will finish loading at Commopolis Monday, and will complete of the forest Pride, will finish loading at Commopolis Monday, and will complete of the Golden Gate in the forest Pride, will finish loading at Commopolis Monday, and will complete of the first real long-distance tow of the new vessel and upon the performance shown the critics are the first real long-distance tow of the new vessel and upon the performance shown the critics are the first real long-distance tow of the new vessel and upon the performance shown the critics are the first real long-distance tow of the new vessel and upon the performance shown the critics are the first real long-distance tow of the new vessel and upon the performance shown the critics are the first real long-distance tow of the new vessel and upon the performance and the first real long-distance tow of

Pacific Freighters Company Has Two Sailers en Route.

TRADING WILL CONTINUE

Local Importer Says Costly Refining in Islands Will Bar Bulk Oil Movement.

ASTORIA, Nov. 8.—Sailed at 8 A. M., teamer Johan Poulsen, for San Fran-

Northwest Company Admits SAN PEDRO, Nov. 7,-Asrived Steamer

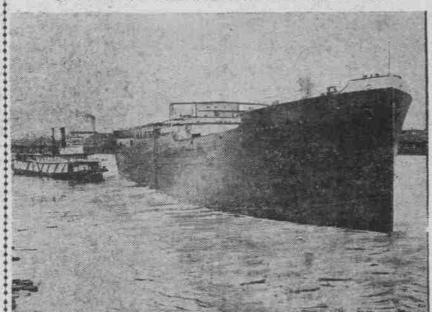
PORT SAN LUIS, Nov. 7 .- Sailed at SEATTLE, Wash, Nov. 8.—Arrived—
Steamers Admiral Nicholson, Curação, from
Southeast Atlaska: Chicago Maru, from
Hongkong, Salled—Steamers Western
Knight, for Hongkong; Admiral Rodman,
for southeast Alaska.

BELLINGHAM, Wash., Nov. 8.—Sailed—New York Commercial Publication Steamer Siskiyou, for Valparaiso. PORT TOWNSEND, Wash, Nov. 8,-

The arrival of two sailing schooners—
the Snow & Burgess, owned by Andrew F. Mahoney, and the Omega, owned by the Pacific Freighters company—will complete the shipments of

pany will complete the shipments of TACOMA, Wash., Nov. 8.—Arrived—copra to this port for the present Motorship Pedro Christophersen, from Du-

LAUNCHING OF THE STEAMSHIP FRANCES SMITH.



The steamer Frances Smith, launched by the Columbia River Ship-building corporation Thursday, is the subject of much speculation among shipping men. This is the first ship completed on private account by the company. The builders have offered her for sale and have announced that if she is not purchased within two weeks, by which time she will be outfitted, they will operate her themselves.

en route to Portland from the south Pacific Islands. During the past two months three copra schooners, all fully laden—the Else, Lucy and Will-Bowden-have discharged here.

of the Palmolive company.

Copra is the trade name for the dried meat of the cocoanut. It is gathered in large quantities by the natives of the Fiji, Samoan and Tonga isiands, and collected at island shipping points by exporters.

The prediction of some shipping

ping points by exporters.

The prediction of some shipping men that this picturesque trade, made famous by Jack London, will die out of the south Pacific with the advent of tank ships and the importation of cocoanut oil in bulk and in containers is contradicted by C. A. Painton, managing director for the Palmolive comthe future as it has in the past and the product will be brought here in the windjammers, whose cost of oper ation is so low that they can afford | to make the long cruises necessary gue, seventh hull of the G. M. Stand-

One of Mr. Painton's reasons for the continuation of the copra trade is that the meat from which the oil has been extracted is a valuable 'y-prod-speny. Mrs. Holt W. Cookingham was Speny. uct of the refineries and sells here as

tation of copra as against its refining in the islands is that coal is much higher there than her:. much higher there than her:.

From an economic point of view the copra trade is an important one to the Pacific northwest, as it provides the only substantial return.

Operation.

A rumor was current in shipping circles yesterday that the Standifer company plans to proceed with the

Another factor favoring the impor-

sels which, after discharging their outward cargoes at some Australian port, load copra in the islands for the port, load copr hides and other commodities are imported from the islands by San Francisco, but the market for these products has not been developed here and copra provides the only satisfactory return cargo for the lumber schooners sailing from the Columbia river.

Movements of Vessels.

VIEW ACROSS SLIP 1 AT ST. JOHNS MUNICIPAL TERMINAL, SHOWING STEAMERS SILETZ

AND COAXET AT PIER.

YOKOHAMA, Oct. 28.—Arrived—Steam-

MONTAGUE SEVENTH HULL OF STANDIFER PLANT.

Six Steamers Yet to Be Delivered to Government; Five Ships May Be Built on Private Account.

The 9500-ton steel steamer Monta-

a cattle food for from \$40 to \$50 per ton. In the islands, he says, it will not bring more than \$10 or \$20 per ton. This difference in the market waive of the by-product, he says, makes up for the difference between the cost of labor in the islands and in the United States.

Another factor favoring the impor-Including the Montague, six vessels cor, Pawlet and Bearport are still on the ways and are slated for delivery early in 1919. All of the Standifer

unofficially, that the company did not intend to fulfill these contracts. Mr. Standifer is again in the east and it is popularly presumed that he has re-newed the five contracts which he PORTLAND, Nov. 8 .- Sailed at 5 P. M. | secured several months ago.

Work of Yard Is Discussed.

Later it reneived a contract for eight ships. These were built and delivered to the Emergency Fleet corporation, while later the Portland yard was given an order for eight cargo carriers. A third contract for 10 vessels was given to the Northwest plant, but later eight ships were ordered suspended. The Emergency Fleet corporation subsequently reinstated two ships, but canceled six.

When the government decided that it would not build further the company announced that it would build four \$800-ton ships for its own account. Work has been started on three of the four ships, which are to be turned over to the Green Star Steamship corporation, it is under-

Work of Yard Is Discussed

CARGO OF HEMP FROM ORIENT DISCHARGED: SHIP MOVED.

Wawalona Takes on Oil in Preparation for Run to Far East With Cargo of Lumber.

the copra trade is an important one to the Pacific northwest, as it provides the only substantial return cargo for vessels sailing from here caused for the shipments of lumber to the Australia with imber. Practically all of the shipments of lumber to the Antipodes are made in sailing vessels which, after discharging their outward cargoes at some Australian outward cargoes at some Australian of the Company.

Guy M. Standifer Construction corporations the confirmation of the company.

Guy M. Standifer Construction corporation of the corporat

the Pacific coast.

After an overhauling in drydock, the steamer Coaxet will go on berth for her second trip to the orient and will follow the Wawalona to sea. The Coaxet will take a capacity cargo of cotton on her next voyage to the far

SHIP DIVERTED TO LONDON Attempt to Get Portland Cargo for

May 1, according to George F. Nicholson, this engineer of the port commission.

Geld bullion valued at \$200,000 from the mining camps of the Seward peninsula is absent the Alaska Steamship company's liner Victoria, new on her way from Nome. St. Michael and Golovin for Seattle.

The Victoria has 310 passengers and a consignment of 100 barrels of ealt salmon from Golovin.

Captain Warrer, master of the Victoria, the doctor of the Alaska Steamship company that the weather in the Baring sea while the vessel was in Golovin vas the determinant of the COS BAY, or., Nov. 8—(Special)—

COS BAY, or., Nov. 8—(Special)—

A classe of the contract was altered to permit the econtest this column in the league. The contest this column relief supplies to relative and kinstitutes.

The diversion of the Effingham has proved a disappointment to many in the league. The contest this column relief supplies to relative and kinstitutes.

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A great quantity of material conditions and food for the former enemy countries. A great quantity of material conditions and food for the former enemy countries. A great quantity of material conditions.

A great quantity of material conditions and food for the vision is now in progress.

A great quantity of material conditions and food for the vision is now in progress.

A great quantity of material conditions and food for the vision is now in progress.

The diversion of the Effingham will call here for the content

WEST JAFFREY TURNED OVER

Northwest Steel Company Finishes

The government programme of the Northwest Steel company was officially terminated yesterday morning when its last shipping board vessel, the steamer West Jaffrey, was checked in by the Columbia-Pacific Shipping company, to whom she was assigned for operation. The loading of the West Jaffrey

will await a decision from the local sels in regard to the steamer Siletz which is tied up at the St. Johns municipal terminal in a leaking condition as the result of her grounding

If the government inspectors de-cide that the Siletz will have to be unto Firm There.

to Firm There.

to Firm There.

to Firm There.

to Firm There.

Tork and lumber for Balboa will be transferred to the West Jaffrey. Otherwise the Jaffrey will load flour for New York. If the West Jeffrey takes the cargo of the Siletz, it is presumed that a trade will be effected, whereby the Siletz, which is now being operated by the Admiral line, will be transferred to the Columbia-Pacific company and Columbia River ferred to the Columbia-Pacific company in exchange for its carrier, the pany in exchange for its carrier, the West Jaffrey.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yester-day unless otherwise indicated.) C. A. SMITH, from Coos Bay for San rancisco, 286 miles from San Francisco. MOFFETT, from Powell fiver for Rich-nond, 483 miles from Richmond. JOHANNA SMITH, from San Francisco or Coos Bay, 145 miles north of San Francisco. that negotiations are now in progress Fr H. W. Platenberg, secretary to J. R. Bowies, and C. D. Bowles, vice-president of the Columbia river corporation, are now in New York negotiating with Robert T. McGregor, vice-president and general manager of the Green Star line.

The four vessels involved in the transaction are the Frances Smith, transaction are the Frances Smith, Pedro. OSEMITE, from Port Ludlow for San rancisco, eight miles north of Point

Bowles, now on the ways at the Co-lumbia river plant, and two \$800-ton steel vessels under construction in the yard of the Northwest Steel company. W. S. PORTER, from San Pedro for Everett, 440 miles from San Francisco. LIGHTSHIP CATHERINE D, from Se-attle for San Pedro, 20 miles south of the As far as can be learned from officials of the two south Portland ship-Columbia river.

SANTA INEZ, from Antofagasta for Tacoma. 498 miles north of Sun Francisco.
FRED BAXTERI, from San Francisco.
FRED BAXTERI, from San Francisco.
FRED BAXTERI, from San Francisco.
Balboa, 849 miles from Beattie.
SPOKANE, from Wilmington for San Francisco. 853 miles from Wilmington.
WASHTENAW, from Port San Luis for Portland, 705 miles from Portland.
PHYLLIS, from Tacoma for San Pedro.
ARDMORE, from Talars for Vancouver, 300 miles south of San Francisco.
STETSON, from San Francisco for Coriddo, 200 miles south of San Francisco.
SANTA RITA, towing barge W. J. Pirrle, from San Pedro for Tacoma, off Port Townsend.

Illustration and a deep, well-defined channel admits of easy access to Portland in the Columbia and Willamette rivers for the merchant ships of the world.

Thus far the people of Oregon have been foresighted and liberally disposed. No complaint has been recorded against taxation which has been levied on this generation for improvements and facilities from which the major direct benefits will accrue to future generations and to the future development of their state.

The ploneer merchants of the Columbia river districts were dependent SANTA INEZ, from Antefagasta for Tabuilding companies, these four vessels constitute all the work planned by the two yards for the immediate future. All four will be completed before the end of the present year. The announcement published in the New York Journal of Commerce and The four \$800 - deadweight - ton cargo carriers being built by the Northwest Steel company of Portland, Or., have been purchased by the Green Star Steamship corporation. The four large cargo ships are now on the ways at the Portland plant and the first will be ready for delivery within the next three months, it is understood.

Townsend.

Townsend.

DEVOLENTE, from Hankow for San
Pedro, 1768 miles west of San Pedro.

LAKE FARMINGDALE, from San Francisco for Honolulu, 1359 miles from San

plant and the first will be ready for delivery within the next three months, it is understood.

Bobert T. McGregor, vice-president and general manager of the Green Star line, advised that the corporation had purchased some ships, but stated that the corporation would make a statement later as to the plans for their use.

The Northwest Steel company has contributed largely to the present merchant marine fleet of the United States. Prior to the entrance of the United States into the war, it had accepted a number of contracts with various foreign ship dwners. Fifteen \$800-deadweight-ton ships were requisitioned by the government and were turned over to the shipping board for its assistance in moving supplies for the troops overseas. via the sea, were practical seafaring r S.
H. BUCK, from Meadow Point for men or came from seafaring or ship-building communities.

November S.
November S.
November S.
Such being the case, they soon had

er S. MERIDEN, from Honolulu for Scattle. cisco, 230 miles from Seattle for San Luis, LANSING, from Seattle for San Luis, Lansing, from San Luis: November S. KLAMATH, from San Diego for Portland, off Point Bonita: November S. COL. E. L. DRAKE, towing motor schooner Oronite, from Hotoluiu for San Francisco, 30 miles from San Francisco, The apparent necessity for owning The apparent necessity for owning

Vessels in Port.

Wawalona, Pacific Steamship company, St. Johns terminal. Coaxet, Pacific Steamship company, dry-Byfield, Pacific Steamship company, orth Pacific mill.
Bellebrook, Pacific Steamship company,

Wapama, C. R. McCormick & Co., St. feiens.
Chehalls, Sudden & Christensen, Rainier.
William Bowden, A. F. Thane & Co.,
ortland lumber mill.
Lucy, A. J. Pollard, drydock.
Else, A. O. Anderson & Co., Anderson

Barge 93, Standard Oil company, Willridge. Claremont, Hart-Wood Lumber company,

seption to returned soldiers.

Oregon-O. A. C.-Reed Forensic

Meet to Be January 9.

Debate representatives from the discount of great production and through direct communication and through direct communication and trade intercourse, its people and productivity of Original Production and the production of the production and through direct communication and the production and the German Ports Fails.

Because the necessary amount of the three institutions.

Agricultural college met at Reed college yesterday to complete details for a triangular forensic league between the three institutions.

freight for Hamburg and Antwerp could not be secured at Portland and scheduled for December 13, but the on Puget sound, the shipping board conference yesterday resulted in the steamer Effingham, assigned for the date being set ahead to January 2, direct European service of Williams. Diamond & Co., has been diverted to London, Liverpool and Le Havre, it was announced yesterday by H. "Resolved, that the principles of the Ruger, commercial agent for the Co-Chinese exclusion act be applied to all lumbia - Pacific Shipping company, immigration into the United States which handles the Williams-Diamond for a period not exceeding five years." service here. The Effingham will call A clause of the contract was altered

PORTLAND OWNED SHIPS ARE VITAL TO CITY'S EXPANSION

Rose City Should Provide Tonnage Suitable to Its Own Requirements in Order to Enter Trade on Independent Basis, Shipbuilder Maintains,

BY H. E. PENNELL. President Coast Shipbuilding Co. REGON has always held rather a picturesque place among her sister states. The old Oregon trail has staged many unique, and ineating ploneer experiences. The presented to the minds of readers and Astor's fur traders, as a picturesque country of rugged peaks, giant timber and vast and turbulent country populated principally by owned ships. Indians and wild animals.

And, while in this generation the Indian and wile animal are practically relegated to things of the past, tur- doing right now. The port's facili ulent streams have been locked and ties are established and paid for, th channels for transportation and pro- producers are eager for extended ma ducers of valuable water power. Ore- kets and asking why the seapor gon still remains a picturesque country, with resources and commercial importance little dreamed of by its while it is true that other states case in this district.

and seaport districts on the Pacific The time is ripe for Portland to coast have shown an apparent growth take the inifiative and provide the more rapid in population and com-mercial development, it must be ad-mitted that Oregon's growth has been a substantial one and its population nore fixed and stable than would seem to be the case in tess conserva-live and more transient communities. Portland, the metropolis of Oregon has long sought substantial recognition as a seaport.

Much money has been expended in improving its outlets to the sea, with the result that today the bar, which to a certain extent obstructed the entrance to the Cosumbia river, no longer exists, and a deep, well-defined

Thus far the people of Oregon have been foresighted and liberally dis-posed. No complaint has been re-corded against taxation which has been levied on this generation for umbia river districts were dependent ipon water transportation for their rade with the outside world and in culcated in the minds of their suc-cessors the need for good and safe

Point: November 8.
OLEUM, from San Luis for Portland, 498 miles from Astoria: November 8.
STANDARD ARROW, 75 miles west of San Francisco, bound for Shanghai; Nochandles and shipped out the products of the country. Portland then in truth was a seafaring, ship-owning com-munity, but it has since developed, however, that during the past 25 or 30 1951 miles from Scattle: November 8.

PRESIDENT, from Scattle for San Francisco, 235 miles from San Francisco; No-

The apparent necessity for owning and controlling, to a certain extent, November S.

LYMAN STEWART, from Seattle for Oleum: November S.

CADARECTA, from San Francisco for Shanghal, 1125 miles west of San Francisco; November S.

Shanghal, 1125 miles west of San Francisco; November S. plants constructed and developed agricultural enterprises have had to to be fostered and developed, all owhich has occupied the minds of the people and absorbed their available capital.

During this period, oversea transportation has been furnished m ess satisfactorily by outside and fo eign ownership, which have taken ad-vantage of the facilities and oppor-tunities provided for them and hence t has come to pass, the Columbi iver district finds itself today en tirely dependent for seagoing trans portation upon outside sources an can supply its oversea markets only at the will and pleasure of owners of ships over which it has no control PYTHIANS GREET CHIEF

Claremont, Hart-Wood Lumber company, Peninsula mill.

PYTHIANS GREET CHIEF

PYTHIANS GREET CHIEF

The following simile might ilustrate the Columbia river district's present day commercial situation:

at St. Johns was demonstrated in the comples of the head of the he

tain amount of oversea tonnage, sul TRIANGULAR DEBATE SET able for its own requirements, which will be owned and operated in any from its own port, and thus be able to enter trade markets in an inde to enter trade markets in an independent manner, conducive to direct trade, that will in a short time make the Columbia river district prominent as a center of great production and through direct communication and trade intercourse, its people and prod-

ucts will become known in the world Advertise its products and facilities as it will, it all comes to naugh unless it has the ability to deliver the What if the venture in ow

ing and operating a few ships do not show immediate attractive r Columbia river and its tributaries, turns? The indirect return will with surrounding country, have been throughout the world by the written to put the ships upon the sea. sooner it owns its ships, the sooner it owns its ships, the sooner it owns its ships. famous Lewis and Clark expedition the community will be giving vigo lation, pledged to strive for the b streams emptying into the sea, a ble against competition of foreign

The port of Portland and the Colum bia river district should be up ar to the north and south are better sup plied with the means of sea-going transportation than seems to be th

ousiness community with an dependent means of reaching await ing markets. Money must be sub-scribed and its idle shipyards, lef stranded by the federal governmendue to cessation of its war shipbuild due to cessation of its war shipbuilding activities, must be rehabilitated
and suitable ships be built, to ply
between the Columbia river and the
many ports which offer markets and
thus will be preserved, not only the
sentimental records of an interesting
and resourceful country, but added
thereto will be guaranteed a futer thereto will be guaranteed a future record of prosperity and developmen worthy of those hardy pioneers whe paved the way for the great heritage to future generations.

Speed the day when we can hear the busy hum of the shipyards and see their employes going to and from their labors. Not, as in the past, with prosperity and progressiveness with a full assurance that now and for all time to come Oregon's reputation all time to come Oregon's reputation for stability and worth is and will be

The new steel steamer West Sagislaw dropped down to Astoria last night with 7337 tone of flour, loaded at Portland for New York. The vessel is under operation by the Columbia-Pacific Shipping company for the Fleet corporation.

by the Hart-wood Lumber company of this city, finished discharging a cargo of cement at the American Exchange dock yesterday and shifted to the Peninaula mili to lead lumber.

Frank Gollan, former superintendent of the G. M. Standifer wood yards, has joined the forces of the Kruse & Banks Ship-building company of North Bend.

The steamer Chehalls, operated by Sud den & Christensen, shifted last night from Kalama to Prescott to continue loading Tides at Astoria Sunday:

Columbia River Bar Report. NORTH HEAD, Nov. 8.—Condition of the bar at 5 P. M.—Sea smooth; wind

TRAVELERS' GUIDE.



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