

ESCH-POMERENE PLAN IS ATTACKED BY A. F. HAINES.

At the Coos Bay bar, the swells and breakers... The steam schooner Yellowstone, which had been off-shore for 26 hours, came into port today...

PREJUDICE IS FORECAST

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

"The conditions which the Esch-Pomerene bill would impose upon non-railroad owned coastwise steamship lines...

The Esch-Pomerene bill would place common carriers in the coastwise trade under the jurisdiction of the Interstate Commerce Commission.

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."

Separate Measure Suggested. "If deemed absolutely necessary that there be rate regulations of coastwise carriers in the coastwise trade, then such provision could best be accomplished by a separate measure."

Bringing 6000 tons of general oriental freight to be discharged at Seattle, the steamer Frances Smith, launched by the Columbia River Shipbuilding Corporation Thursday...

ASTORIA, Oct. 29. (Special.)—Captain Robert T. McGreggor, vice-president and general manager of the Esch-Pomerene bill...

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LAST SHIPMENTS OF COPRA NOW COMING

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

Pacific Freighters Company Has Two Sailers en Route.

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

TRADING WILL CONTINUE

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

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

LAUNCHING OF THE STEAMSHIP FRANCES SMITH

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STEEL VESSEL LAUNCHED

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MONTAGUE SEVENTH HULL OF STANDIFER PLANT

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STEAMER SHANTA, FROM WESTPORT, FOR SAN PEDRO

STEAMER SHANTA, FROM WESTPORT, FOR SAN PEDRO. Sailed at 5 P. M., steamer Ernest H. Meyer, from St. Helena, for San Pedro. Sailed—Steamer West Saginaw for New York.

ASTORIA, Nov. 8.—Sailed at 8 A. M., steamer Johan Poulsen, for San Francisco.

SAN FRANCISCO, Nov. 8.—Sailed at 11 A. M., steamer City of Topeka, for Portland via Boreas and Coos Bay. Sailed at 8 last night, steamer City of Topeka, for Portland via Boreas and Coos Bay.

PORT SAN LUIS, Nov. 7.—Sailed at noon, steamer Oceanic for Portland.

SEATTLE, Wash., Nov. 8.—Arrived—Steamer Admiral Nicholson, Curacao, from southeast Alaska; Chicago Maru, from Hongkong. Sailed—Steamer Western Knight, for Hongkong; Admiral Rodman, for southeast Alaska.

BELLINGHAM, Wash., Nov. 8.—Sailed—Steamer Siskiyou, for Valparaiso.

PORT TOWNSEND, Wash., Nov. 8.—Sailed—Steamer Anzac, for Anyox.

SAN FRANCISCO, Nov. 8.—Sailed—Steamer Toyama Maru (Japanese), for Yokohama; San Francisco (Swedish), for Stockholm; Standard Arrow, for Shanghai; Tenyo Maru, for Hongkong; Mission, for Honolulu; Dannebrog (Norwegian), for Antofagasta; Governor, for Seattle.

TACOMA, Wash., Nov. 8.—Arrived—Motorship Pedro Christophersen, from DuPont.

Photo by Angelus Commercial Studio.

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FACTORY FOR STEEL CUPS IS UNDERWAY

Northwest Company Admits Sale is Prospective.

EAST REPORTS PURCHASE

New York Commercial Publication Announces Steamers Sold to Firm There.

Four steel steamers, the entire number of vessels under construction on private account by the Northwest Steel company and Columbia River Shipbuilding Corporation, have been sold to the Green Star Line of New York, according to an announcement made in a New York paper.

The announcement published in the New York Journal of Commerce and Commercial Bulletin says: "The four 8000 deadweight ton cargo carrying hulls, built by the Northwest Steel company of Portland, Ore., have been ordered by the Green Star Line of New York."

The four vessels involved in the transaction are the Frances Smith, launched Thursday by the Columbia River company, the Almeda, owned by the Northwest Steel company, the Standard Arrow, owned by the Northwest Steel company, and the Standard Arrow, owned by the Northwest Steel company.

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WEST JAFFREY TURNED OVER

Government Work.

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 transferred.

The loading of the West Jaffrey will await a decision from the local United States inspectors of steam vessels in regard to its status, which was fixed at the St. Johns municipal terminal in a pending condition, as a result of her grounding November 1.

If the government inspectors decide that the Siletz will have to be loaded, her cargo of flour for New York and lumber for Balboa will be transferred to the West Jaffrey. Otherwise the Jaffrey will be loaded for New York. If the West Jaffrey takes the cargo of the Siletz, it is presumed that a trade will be made with the Siletz, which is now being operated by the Admiral line, will be transferred to the Columbia-Pacific company in exchange for its carrier, the West Jaffrey.

U. S. Naval Radio Reports. (All positions reported at 8 P. M. yesterday unless otherwise indicated.) C. A. SMITH, from Coos Bay for San Francisco, 170 miles north of Coos Bay. MOFFETT, from Powell river for Richmond, 483 miles from Richmond.

H. W. Platenberg, secretary to J. R. Bowles, and C. D. Bowles, vice-president and general manager of the Columbia River corporation, are now in New York negotiating with Robert T. McGreggor, vice-president and general manager of the Green Star line.

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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. OREGON has always held rather a picturesque place among her sister states. The old Oregon trail, the many unique and interesting places, the Columbia river and its tributaries, with surrounding country, have been presented to the minds of readers throughout the world by the written adventures and experiences of the famous Lewis and Clark expedition and Astor's fur traders, as a picturesque country of rugged peaks, giant timber and vast and turbulent streams emptying into the sea, a country populated principally by Indians and wild animals.

And, while in this generation the Indian and wild animal are practically relegated to things of the past, the community will be giving vigorous and individual attention to legislation, pledged to strive for the best interests of our merchant marine, a that in time it will become invulnerable against competition of foreign owned ships.

The port of Portland and the Columbia river district should be up and doing right now. The port's facilities are established and paid for, the work of our merchant marine, a that in time it will become invulnerable against competition of foreign owned ships.

The time is ripe for Portland to take the initiative and provide its business community with an independent means of reaching world markets. Money must be subscribed and its idle shipyard, left stranded by the federal government's cessation of its war shipbuilding activities, must be rehabilitated and suitable ships be built, to ply the Columbia river and the coastwise trade, which offers markets and profitable outlets for its products. This will be preserved, not only the sentimental records of an interesting and resourceful country, but added thereto will be guaranteed a future record of prosperity and development.

Speed the day when we can hear the busy hum of the shipyards and see their laborers going to and from their employes. Not, as in the past, with the weary look of hanging over all, but under the bright sun of prosperity and progressiveness with the steady march of our merchant marine, all time to come Oregon's reputation for stability and worth is and will be justified.

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

The pioneer merchants of the Columbia river and coastwise trade upon their transportation for their trade with the outside world and in the minds of their successors, the Columbia-Pacific shipping company for the coastwise trade. The steam schooner Clarence, owned by the Columbia-Pacific shipping company, this city, finished discharging a cargo of cement at the American Exchange dock yesterday and shifted to the Peninsula mill to load lumber.

Francis Golan, former superintendent of the U. S. Standifer plant, has washed the forces of the Kruse & Banks Shipbuilding Co. to the Columbia-Pacific shipping company, this city, finished discharging a cargo of cement at the American Exchange dock yesterday and shifted to the Peninsula mill to load lumber.

The steamer Chehalis, operated by Rodden & Christensen, shifted last night from Astoria to Portland, to receive a load of lumber.

Tides at Astoria Sunday: High, 1:40 A. M.; low, 8:11 P. M. Tides at Columbia River: High, 1:13 P. M.; low, 8:5 P. M.

TRAVELERS' GUIDE. The new steel steamer West Saginaw dropped down to Astoria last night with a cargo of lumber. The vessel is under operation of the Columbia-Pacific shipping company for the coastwise trade.

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