

FLEET GETS ENGINEERS

FRED MOONE AND R. G. MORLE PUT ON GOVERNMENT STAFF.

Sales and Supplies Division Announces Addition to Force to Handle Material Sales.

Additions to the sales and supplies division of the emergency fleet corporation during the past few days include Fred Moon, well-known coast marine engineer, who becomes consulting engineer for the western district, and R. G. Morle, of Philadelphia, mechanical engineer, who has been placed in charge of the bulletin department of the division. Mr. Moon has been connected with the construction division of the emergency fleet corporation in California. He reached Portland Friday and left last night for Puget sound to inspect engines, deck machinery and such gear that is about to be sold at the Tacoma concentration warehouse. Mr. Morle has directed the issuance of machinery bulletins and those covering other stock at the Philadelphia home office and expects in a short time to supply all interested with descriptive and illustrated bulletins of gear available for purchase in the west.

LAST OF HULLS IS SOLD

DAULIS TAKEN OVER BY M. F. SOMMARSTROM FROM U. S.

Vessel to Be Completed as Barkentine Instead of Steamer as Planned by Corporation.

Last of the hulls remaining on the ways at the Columbia City yard of the Sommarstrom Shipbuilding company, that of the Daulis, a Ferris type, was purchased yesterday by M. F. Sommarstrom, head of the corporation operating the plant. The hull is about 55 per cent finished and it is Mr. Sommarstrom's intention to undertake its completion in the spring, but as a five-masted barkentine instead of a steamer, as the government had planned. The Sommarstrom yard had a total of eight ships to turn out for the shipping yard during the war and seven of them were placed in commission as full-powered steamers. Mr. Sommarstrom had experience in Europe in vessel construction before coming to the United States and since, as a resident of Oakland, Cal., he studied the situation until he embarked in the construction venture at Columbia City, so he feels that the time is most opportune for adding to the fleet of coast-owned windjammers for the lumber trade. Announcement was made yesterday by the supply and sales division of the fleet corporation, which has charge of the disposal of all properties left over from the government's shipbuilding programme on the coast, that proposals will now be accepted for the purchase of all hulls belonging to the emergency fleet corporation. Eight hulls and seven barges remain to be built at the North Portland harbor, as well as several on the ways. The hulls on the ways have not heretofore been completed, with the exception of the Daulis, purchased yesterday by Mr. Sommarstrom.

MARINE EXPOSITION PLAN

EVENT DESIGNED TO AROUSE INTEREST OF AMERICA.

Ships Held Only Solution to Problem Expected to Confront Nation When War Debts Paid.

NEW YORK, Dec. 13.—To arouse the American people to the critical importance of establishing their merchant marine as a permanent basis of healthy development, the National Marine league, an association of American manufacturers, shippers and business men from all parts of the country, will hold a national marine exposition next April in New York.

SIX MILLION TONS BUILT

Report on 12-Month Shipping Board Programme Made.

WASHINGTON, Dec. 13.—At the end of this year the 12-month ship construction programme of the shipping board will net 6,000,000 deadweight tons, Chairman Payne said today. Vessels under active construction as December 2, the chairman said, numbered 214 of which 107 had been laid with a deadweight tonnage of 12,234,486. Of the total number of ships included in the entire construction programme, 1910, with a deadweight tonnage of 10,494,047 had been launched on December 2 and 1674 actually had been delivered to the shipping board, making a total deadweight tonnage of 9,183,238 up to December 2.

COOS BAY REPORT PLANS PASS

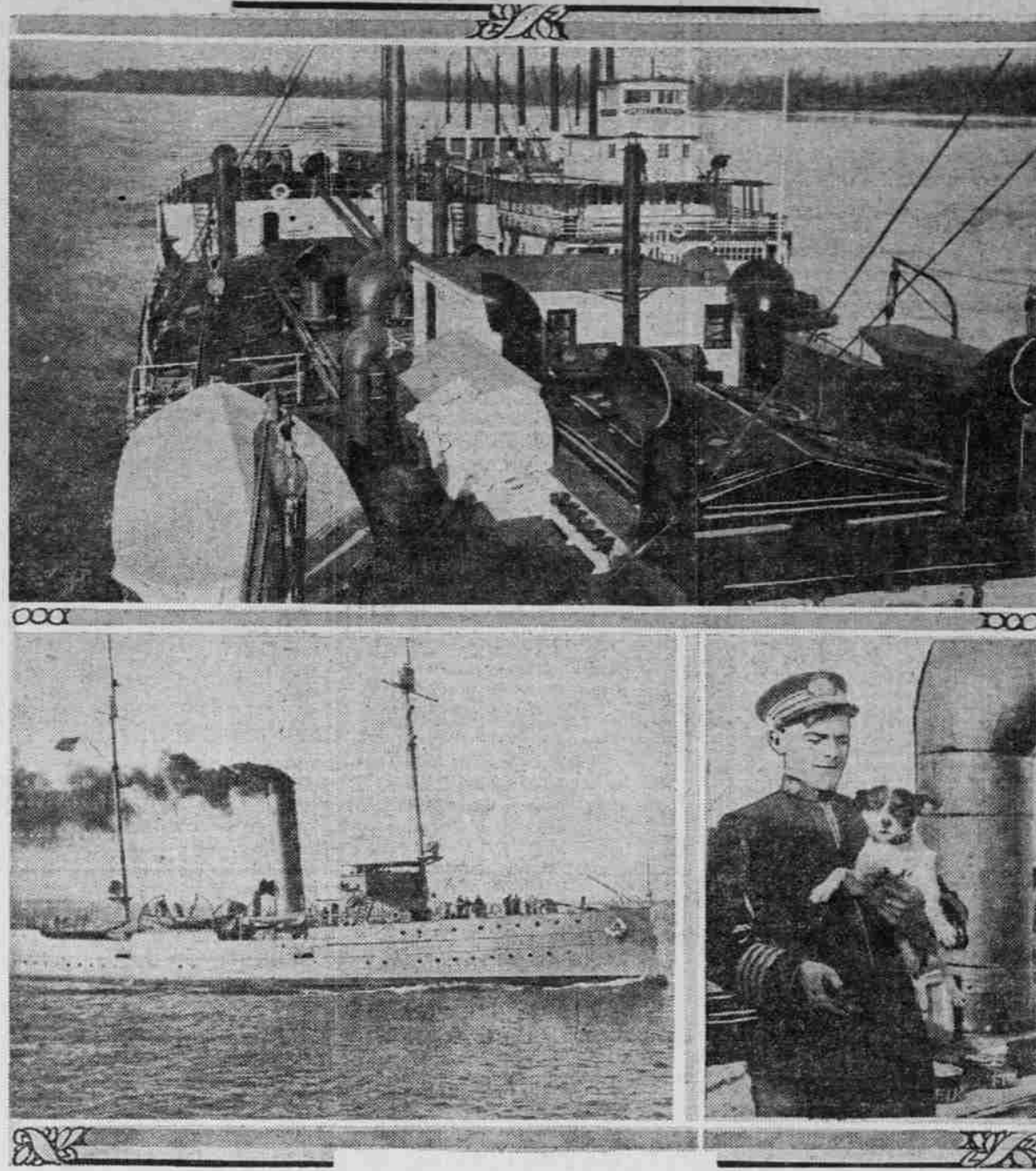
Property Owners Favor Expenditures for Proposed Docks.

MARSHFIELD, Or., Dec. 13.—(Special.)—One hundred property owners attended the hearing held by the Port of Coos Bay commission today, where opportunity was given to protest against any of the plans outlined for the expenditure of \$250,000, to be raised by bonding. Of that number none entered any objection to the measures and the meeting was unanimous for the new projects. It is planned to construct docks and warehouses and build a small auction dredge for the inlets.

Movements of Vessels.

No arrivals or departures on account of ice in river. ASTORIA, Dec. 13.—Sailed at 7 last night, steamer Capt. A. F. Lucas, for San Francisco. Sailed at 9 last night, steamer City of Topeka for San Francisco via Eureka and Coos Bay. Left at 7:30 A. M., J. A. Chasler, for Gasconia. SAN FRANCISCO, Dec. 13.—Arrived at 8 last night, steamer Curacao, for Portland via Eureka and Coos Bay. SAN PEDRO, Dec. 13.—Sailed at 9 A. M., steamer Clarendon, for Columbia River. MANILA, Dec. 6.—Arrived—Steamer Fushimi Maru, from Seattle. Sailed—Steamer Melville Dollar, for Vancouver. SAN FRANCISCO, Dec. 13.—Arrived—Steamers Girtle Mahoney, from Alton; Halekaha, from San Pedro; from Honolulu; from Hongkong; Eurydamas, from Honolulu; Daky Putnam, from San Pedro; Linnak, from Alton; Balicer, from Honolulu. Sailed—Steamers Maui, for Honolulu; Fog Brass, for Seattle; Rose City, for Portland; President, for Seattle; Phyllis, for Seattle; Eastern Breeze, for New York. SEATTLE, Wash., Dec. 13.—Arrived—Steamers Admiral Rowland, from Southeastern Alaska via Ocean Falls; Alameda, from Southeastern Alaska. Departed—Steamers J. A. Moffett, for Richmond; Clotia, for Cuba; Ezeron, for New York; Eastholm, for Vancouver; B. C. Fulton, for British Columbia ports. TACOMA, Wash., Dec. 13.—Arrived—Steamers Alameda, from Cordova; West Hemah, from Orient and west ports. Sailed—Steamers Queen, for San Francisco via Seattle; Ketchikan, for Alaska ports via Seattle.

MISHAP TO STEAMER NISHMAHA AS TOLD BY PHOTOGRAPHS.



Six hours out from Astoria December 1, the 8500-ton steel steamer Nishmaha was disabled 10 miles off the coast by a break-down of her machinery. The coast guard cutter Algonquin, shown in the illustration, went to her assistance, but was unable to tow the Nishmaha and stood by. After a delay of 31 hours, during which, fortunately, the Nishmaha drifted away from the shore instead of upon it, the faulty machinery was repaired sufficiently to give the big freighter steerable way, and the sea had calmed, so a second attempt at towing was made, which proved successful, and the Nishmaha limped into Astoria behind the Algonquin at the rate of six knots an hour. The second picture shows the Nishmaha coming up to Portland for repairs in tow of the harbor tugboat Portland. Repairs are now in progress and are expected to be completed in a few days. Below is Captain W. R. Brust, master of the Nishmaha, with "Trixie," the ship's mascot. All hands maintain that Trixie was responsible for the break-down at sea because she chased a black cat off the ship just before sailing. The Nishmaha was built by the G. M. Standifer Construction corporation at Vancouver. She was loaded with flour at Portland bound to New York for orders.

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OREGON'S GREAT HIGHWAY SYSTEM is the keynote of The Oregonian's Annual edition, to be issued January 1. Millions of dollars are being expended on road construction throughout the state and this development, so important to every section of the commonwealth, is detailed in story, photograph and map, so that the reader may know just what has been done, what is being done and what is projected. OTHER ANNUAL EDITION FEATURES are those concerning the growth of commercial, industrial and agricultural Oregon. PORT DEVELOPMENT WILL BE DETAILED in a special manner, the story of shipping growth being fully set forth by expert writers and elaborately illustrated. THE OREGONIAN ANNUAL EDITION OUT JANUARY 1

K. V. KRAUSE DIPS SOON

FINEST OF SCHOONERS TO BE LAUNCHED AT NORTH BEND.

Vessel, Not Yet Finished, Is Chartered to Load Lumber for Australian Ports.

NORTH BEND, Or., Dec. 13.—(Special.)—The K. V. Kruse, one of the largest sailing schooners ever built on Coos Bay, is now receiving the finishing touches and will be launched city next Thursday morning at 10 o'clock. The vessel was named after K. V. Kruse, one of the owners of the local yard, who designed and personally superintended the construction of the craft.

INSANE PLUNGE ARRESTED

Mexican Creates Excitement at Happy Valley Ranch.

ROSEBURG, Or., Dec. 13.—(Special.)—An insane Mexican, unable to speak a word of English, appeared at the Lyle Marsters' ranch in Happy Valley, at 4 o'clock this morning and his hostile attitude resulted in the farmer firing two or three shots to frighten the man.

3 WOODEN SHIPS ASSIGNED

Trio May Carry Ties to United Kingdom; Completion Awaited.

Three wooden steamships, to be completed soon after weather conditions permit the resumption of shipbuilding here, were assigned for operation yesterday by C. D. Kennedy, agent of the operations division of the emergency fleet corporation.

College Conference Postponed.

SEATTLE, Wash., Dec. 13.—Failure of several northwest educators to arrive here today to attend a conference of executives of state supported colleges of Oregon, Washington, Idaho and Montana, due to delayed trains, caused the conference to be postponed until tomorrow, it was announced today.

Automotive Schools Day and Night

Automobile—Tractor—Vulcanizing—Students entering now will be ready for position in the spring. Large new building—new equipment—expert instruction—practical laboratories and actual shop experience in repair.

Radio and Electric Schools

Prepare for Radio operator service on merchant ships or for electrical engineering. Special equipment and very high-grade instruction insure rapid progress and practical results. Enter now.

These schools co-operate with the state in providing financial aid to returned service men. For catalogue giving complete information address or call at Div. C, Department of Education, Y. M. C. A. Building

GERMAN SAILERS OFFERED

Government to Auction Confiscated Vessels Soon.

Former German sailing vessels confiscated on the Pacific coast by the United States government are offered for sale in a group, according to a message received last night by C. D. Kennedy, local head of the division of operations of the Emergency Fleet corporation, from H. H. Ebley in San Francisco, assistant-director of operations. A minimum of \$55 per deadweight ton has been set on offers for the vessels.

Pioneer of 1857 Dead.

WALLA WALLA, Wash., Dec. 13.—(Special.)—J. J. Rohn, pioneer of 1857, died here today, aged 85. He was born in Germany in 1834 and came to America in 1851. He joined the army, enlisting in the "First Dragoons," and in the same regiment was with him when he was sent to Fort Walla Walla, this

Can You See?

Dr. L. K. Hirschberg of Johns Hopkins University declares: "Next the muscles the eyes are the most essential sense structure. Unless they are symmetrical and healthy all sorts of confusion are possible."

Dr. Christian F. Balatka, Director Balatka Musical College, Chicago, says:

"It gives me great pleasure to add my tribute to the many that attest the merits of the Steger Piano, especially as my distinguished father, Hans Balatka, the pioneer of music in the West, was also impressed by its sensitive, responsive action and beauty of tone."

The Steger Piano finds place in the homes of those who demand the best, regardless of price. Its price, however, is fair, not based on expensive endorsements—one of the many circumstances that make the

STEGER

"the most valuable piano in the world"

Play it yourself Convenient terms

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