GREEN STAR SHIPS WILL PLY ATLANTIC

Four Steamers Purchased Here to Sail From Baltimore.

ORIENTAL RUN PROMISED

Craft Now Being Built at Standifer Plant Expected to Be Operated on Pacific.

Speculation as to the future field of operations of the Green Star Steamship company, which purchased four steel steamers in Portland and placed orders for the construction of five more, was ended last week by a formal announcement from the headquarters of the company in Baltimore, where the Green Star line has purchased a large building to serve as a home for its shipping enterprises.

The last of the steamers purchased by the line here, the Circinus, sailed from Astoria Wednesday with a full cargo of lumber for Melbourne and Adelaide, Australia. This cargo amounted to 4,086,103 feet, it is reported by Brown & McCabe, stevedores, who had charge of loading the vessel.

The three other steamers purchased here by the Green Star line are the Corvus, which went in ballast to Arica, Chile, to load nitrates for Europe; the Centaurus, which took a part cargo of lumber here and went to San Francisco to finish a general cargo for the west coast, and the Clauseus, which went from here to San Francisco in ballast to load beans for Hamburg.

Oriental Line Announced.

Considering the company's announcement from Baltimore, little hope is felt that any of these four steamers will return for service on this coast, but the company has also announced the intention of operating a line to the orient and it is presumed that some of the steamers now being built by the G. M. Standifer Construction corporation will be utilized in this service.

The Green Star company has announced that it will inaugurate four distinct and regular services. One line will ply between Baltimore and the River Platte section of South America. Four of the company's large cargo carriers are to be assigned to this service. Another steamship freight service will be maintained between the Maryland port and Bordeaux. Having determined to invade the orient, the company has advised that it will operate to China, with Shanghai as the far eastern terminal. The fourth service will be established to Antwerp and Rotterdam.

Philadelphia will have three lines.

The Green Star line has announced that it will inaugurate services to Hamburg and Bremen, in Germany, and to Trieste, on the Mediterranean. It did not state how frequent the sailings would be and did not indicate the number of ships which would be assigned to the respective lines.

At the present time the company is continuing the operation of its New York-to-Genoa line which was started by the Nafra company during the war. Inasmuch as Joseph Mercadante, the president of the Green Star line, is closely identified with the Italian interests, it is believed in shipping circles that there will be ample shipping facilities between the Mediterranean and the United States.

Louis F. Swift Director.

The news of the election of Louis F. Swift to the directorate of the company is regarded as significant, inasmuch as it may indicate that the Chicago packing company will ship its meat products in the vessels operated by the Green Star. While no official of the company has made this statement or has inferred that his election will mean the extension of this favor, it is believed that it will have a favorable effect.

The Green Star line has acquired more than 20 steamers, all of which are under American registry. Joseph Mercadante stated yesterday that "on the completion of its extensive programme the Green Star line will be the largest owner of ships of American registry in this country." He has not revealed what the "extensive programme" is.

When the Green Star line was organized the director of its fleet, Robert McGregor, stated that the corporation would not confine its maritime operations to the maintenance of cargo ships. It is known that the company made a proposal a few months ago for the purchase of several of the ex-German passenger vessels.

STEAMER ABERCOS ACCEPTED

New Steel Ship Is Being Loaded Rapidly for Orient.

The new steel steamer Abercos, built by the G. M. Standifer Construction corporation, was accepted from the builders yesterday by the Pacific Steamship company, to whom she has been assigned for operation in the oriental service out of Portland.

As the vessel is scheduled to sail next Friday, work of loading her will be continuous. She started at the Portland flouring mills yesterday, where 700 tons of flour for the orient was to be loaded, and will go today to the West Oregon Lumber company's mill to load lumber. She will complete her general cargo at the St. Johns municipal terminal.

Canadian Guild Elects.

VANCOUVER, B. C., Jan. 17.—Captain A. Gilchrist, master of the "Princess Pat" of the Canadian Pacific railway coast service, was today elected president of the Canadian merchant service guild. It was announced at the meeting that the big coast steamship lines had agreed to pay a flat increase of $25 a month to all deck officers.

Marine Notes.

Captain Charles Green of Portland has been appointed by Frank O'Connor, agent of the Pacific Steamship company, as master of the oriental liner West Hartland in place of Captain Richard Willowden, who has gone to Seattle. It is understood that Captain Willowden is to be made master of one of the Admiral line vessels plying out of Seattle.

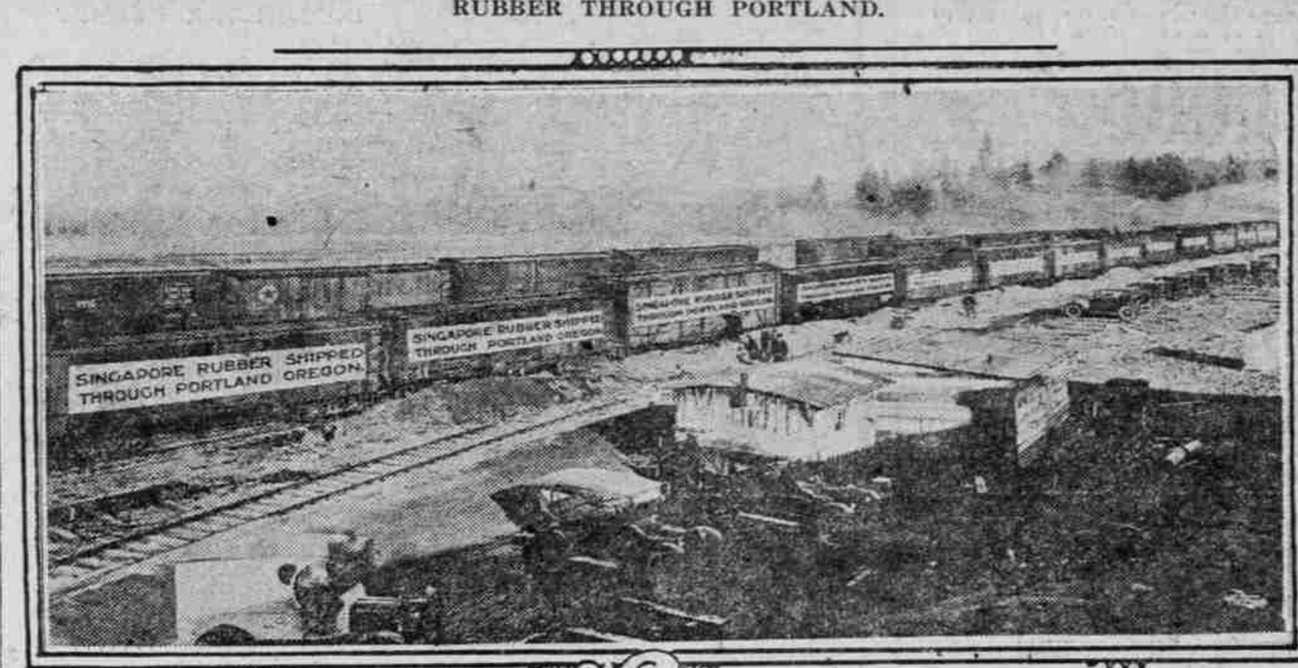
The steam schooner Claremont of the Hart-Wood fleet shifted yesterday from Albers dock to the Madison-street dock to discharge the rest of her freight from San Pedro.

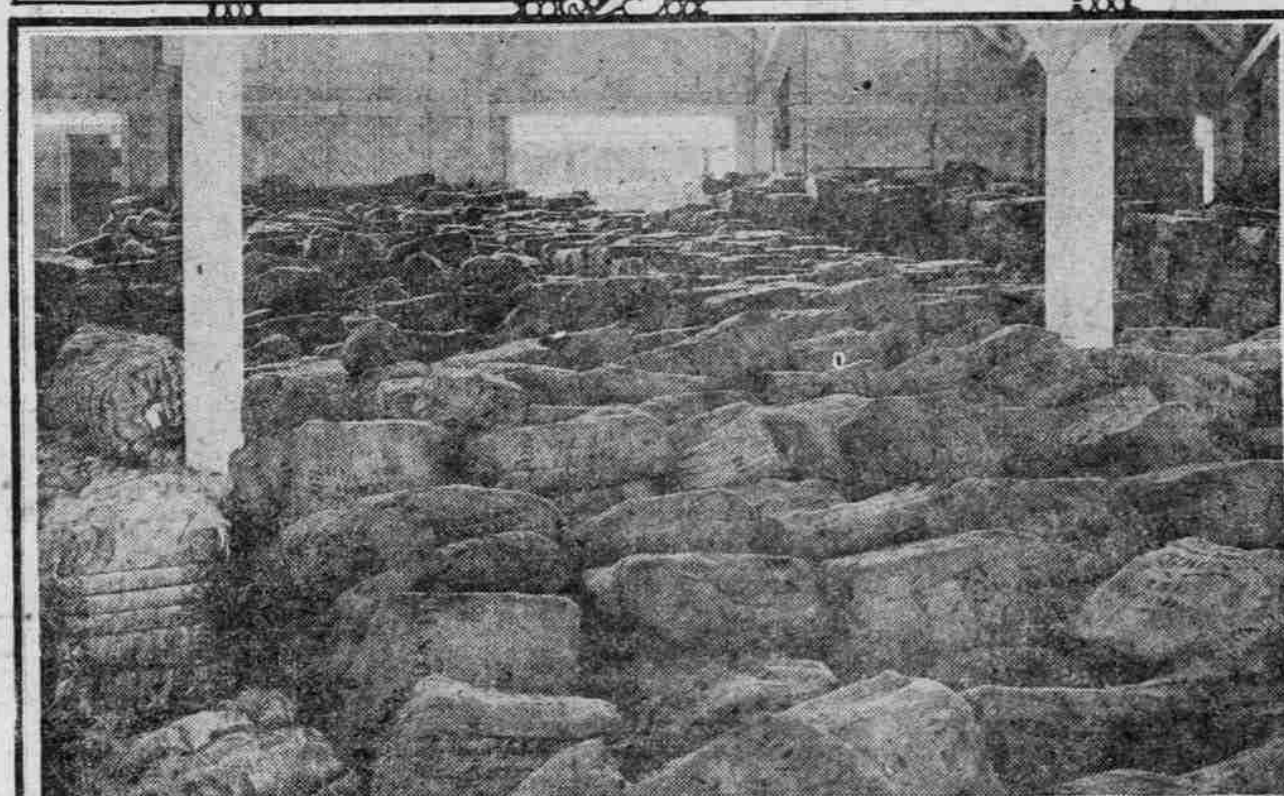
The steam schooner Tahow will go this afternoon from St. Helens to Westport.

Carrying a full load of freight, the steamer Yellowstone put to sea yesterday from St. Helens.

Deck officers for the new steamer Abercos, which was checked in yesterday by the Pacific Steamship company, have been assigned as follows: Captain O. A. Aannevik, master; H. W. Hellman, first officer; S. A. Rolfness, second officer, and L. R. Pilkington, third officer.

SCENES IN CONNECTION WITH THE SHIPMENT OF THE FIRST CARGO OF RAW SINGAPORE RUBBER THROUGH PORTLAND.





Above—One of the special trains carrying the rubber eastward from the St. Johns terminal. Three of these special trains, consisting of from 21 to 24 cars each, were sent out over the O.-W. R. & N. lines to expedite delivery to New York consignees. Below—Several thousand dollars' worth of rubber as it arrived from Singapore in the hold of the steamer West Hartland. It is shown here piled in the pier shed at the St. Johns terminal. To the left in the foreground are several bales of Manila hemp, also brought by this ship.

RUBBER IS HURRIED EAST

FREIGHT MOVES IMMEDIATELY ON ARRIVAL HERE.

Three Special Trains Sent Over Lines of O.-W.; 88 Cars Carry Commodity.

If assurance on the part of Malay shippers that rubber can be handled at Portland as expeditiously as at any other port on the coast is all that is required to route a share of the commerce in crude rubber through Portland, a perusal of the following information by the Malayans should provide ample business for this port.

When the Portland steamer West Hartland cruised into Singapore and asked for a cargo of rubber, her operators were told that the cargo would be supplied on condition that it be accepted for Seattle delivery. The shippers had always done business through Seattle, and refused to consider a change. They never had heard of Portland, they said, and did not know what facilities existed here for the trans-shipment of their product.

That there is no reason why rubber should not move from Singapore to New York by way of Portland, and thus solve to some extent the important problem of return cargoes for the vessels plying out of this port to the orient, is proved by the way the West Hartland's cargo was taken care of here. This is the way it was done:

The total cargo amounted to 4270 tons, of which 3788 tons were rubber and the remainder furniture, cigars, tin, tapioca, hemp and other oriental merchandise. The discharge of this cargo began December 31 and was completed January 7. The rubber filled 88 boxcars, the last of which left the terminal and started east three days after the discharging of the cargo was finished.

This facility of dispatch of the rubber would have been impossible without the thorough co-operation of the railroad companies, which did all in their power to insure its rapid movement. Three special trains, consisting of 21, 23 and 24 cars each, carrying nothing but rubber, were sent east over the lines of the O.-W. R. & N. company.

The 88 cars of rubber were distributed as follows: To Akron, O., 42 cars; to Detroit, 14 cars; to Edgeworth, Mass., 11 cars; to New York, 8 cars; to Indianapolis, 7; to Cleveland, 2, and to Chicago, Buffalo, Dundee, N. J., and Fort Madison, Ia., 1 each.

GREAT NORTHERN DAMAGED

Transport Hits Some Obstruction and Springs Leak in Hold.

The army transport Great Northern, formerly a passenger vessel running between here and San Francisco, struck an obstruction at sea December 11 in latitude 47:7 and longitude 147:31 E., according to the weekly bulletin of the hydrographic office of the navy.

The point indicated is on the great circle route from Vladivostok to San Francisco, and about 25 degrees due west of Seattle.

The striking of the obstruction, according to the bulletin, caused the Great Northern to spring a leak in her No. 1 hold.

STONE BOATS TO BE TENDERS

Vessels to Be Put in Use at Fort Stevens and San Francisco.

Five "stone boats" built by the Great Northern Concrete Shipbuilding company of Vancouver, Wash., are to be placed in commission as water tenders this week at Fort Stevens and San Francisco. One of these, the Captain Barker, commanded by Captain Enos Crawford, will go on duty at Fort Stevens, and the other four on San Francisco bay.

Masters for the four concrete boats for San Francisco have been assigned as follows: D. W. Dobbins, master of the Captain Colquhoun; C. Spielberg, master of the Captain Bootes; H. O. Hansen, master of the Captain French, and Levi Snyder, master of the Captain Hammond.

The tug Slocum is to come from Seattle within a few days to tow the stone boats to their posts of duty. All are to be operated by the government.

STEAMER TO BE CONVERTED

Eastern Knight to Be Made Oil Burner; Contract to Be Let.

SEATTLE, Jan. 17.—(Special.)—The contract for the conversion of the Japanese built steamship Eastern Knight from a coal burning to an oil burning ship will be awarded Monday, according to Andrew F. Wooley, assistant Northern Pacific district manager of the Emergency Fleet Corporation, who is in charge of the details of the business. Bids have been opened in the office of D. M. Callis, Northern Pacific district manager. The bids on the work were: Heffernan Engine Works, $92,366, 42 days; Todd Dry Docks Inc., $124,535.75, 30 days; Seattle North Pacific Shipbuilding company, $119,050, 30 days; Pacific Coast Engineering company, $92,000, 49 days; Skinner & Eddy corporation, $81,881, 30 days.

Bids will be called for within a few days for slight alterations on the Eastern Moon, another Japanese built steamship whe ehth ob ard steamship which the board will put into commission as an oil burner.

WEST CHATALA AT NAPLES

Portland Built Steamer to Be Repaired; Riveting Is Poor.

The Portland-built steel steamer West Chatala, which left here September 2 with a cargo of flour for Europe, is at Naples, Italy, awaiting her turn on drydock as the result of a severe storm she passed through on her way across the Atlantic, according to a postcard received from M. J. Albin, third officer on the West Chatala, who wrote from Naples under date of December 17.

The repairs are necessary, he says, because of poor riveting done here.

Movements of Vessels.

PORTLAND, Jan. 17.—Sailed at 5 P. M., steamer Yellowstone, from St. Helens, for San Pedro. Arrived—Steamer Duquesne, from Honolulu.

ASTORIA, Jan. 17.—Sailed at 8:30 A. M., steamer W. F. Herrin, for Gaviota. Arrived down at 9:30 and sailed at 11:30 A. M., steamer West Hassayampa, for trial trip and New York. Arrived at 1:50 P. M., steamer Atlas and barge 93, from San Francisco. Arrived at 1:50 P. M., stamer Lansing from Port San Luis. Sailed at noon, steamer Siletz, for trial trip. Sailed at 2:20 P. M., steamer Admiral Goodrich, for San Francisco, Eureka and Coos bay.

SAN FRANCISCO, Jan. 17.—Sailed at 5 last night, steamer Johan Poulsen, for Columbia river. Sailed at midnight, steamer Santa Barbara, for Columbia river. Arrived—Steamer Wapama, from San Diego, for Portland.

SEATTLE, Wash., Jan. 17.—(Special.)—Arrived—Steamers Imlay, from Amsterdam via Balboa; J. A. Moffett, from San Francisco. Departed—Steamers Queen City, for Blubber Bay, B. C.; Admiral Rodman, for Ocean Falls, B. C.

TACOMA, Wash., Jan. 17.—Arrived—Steamer Admiral Dewey, from San Francisco via Seattle. Sailed—Steamer Santa Alicia, for Seattle.

SAN FRANCISCO, Jan. 17.—(Special.)—Arrived—Steamers Unimak, from Bowen's Landing; Catherine D., from Seattle. Departed—Bandon, for Bandon; U. S. S. Glacier, for cruise; Wapama, for Seattle; Davenport, for Seattle; Wallingford, for Honolulu; San Jose, for Balboa; Benalce, for Valparaiso; Governor, for Seattle; Klamath, for Portland; Catherine B., for Callao; Edward R. West, for Puget sound.

NEWCASTLE, N. S. W., Jan. 14.—Arrived—Waihora, from Vancouver.

HONGKONG, Jan. 10.—Arrived—Edmore, from Seattle; Ixion, from Seattle, via Victoria.

MANILA, Jan. 12.—Sailed—Grace Dollar, for Seattle.

Tides at Astoria Sunday:

High.	Low.
10:52 A. M....8.8 feet	6:16 A. M....3.6 feet
SHRDLUSHRDLU	6:07 P. M.....0.2 foot

Columbia River Bar Report.

NORTH HEAD, Jan. 17.—Condition of the bar at 5 P. M.—Sea choppy; wind south, 36 miles.

WOODEN HULLS WANTED

INQUIRIES COME FROM EAST ASKING FOR DETAILS.

Success of Coast Steamers Gains Attention From Shippers Who See Opportunity Offered.

Results attained through the operation of wood steamers by the government have attracted the attention of New York owners to Pacific coast vessels. The past few days inquiries have reached Portland for details as to the stage of completion of two Geary and three Ward hulls, now held at mooring grounds on Lake Union, Wash., as well as for 10 Ferris hulls, moored in North Portland harbor, on Lake Union and at Alameda, Cal.

The New Yorkers seeking Ferris ships have asked for special reports as to the amount of equipment and fittings held on the coast with which to complete the vessels ready for service. Assurance has been given that all necessities are embraced in the surplus stocks now at warehouses. The Ferris hulls are sold at $75,000 each, whether completed as steamer hull or barges, while Hough, Geary, Ward and Allen hulls are held at $21.40 a ton, deadweight. With full outfits, from main engines and boilers to a desk for the skipper, offered by the supply and sales division of the emergency fleet corporation, at $100,000, it makes it possible for the ships to be finished at a cost far below what is quoted today through private contracts.

Indicating how much surplus material and equipment is sought for these days was yesterday's report that for the week Pacific coast interests had bought in excess of $125,000 worth. That was sold to many industrial lines beyond the zone of shipbuilding, and for the first half of January receipts on the coast have been $500,000.

Business for 1919, which was tabulated only on what had been sold during August, September, October, November and December, as a sales organization was not perfected until the last of July, gained for the government $3,000,000 in cash sales in the west. The northeastern district, in which is included New York, one of the busiest centers of the entire territory for the sale of ship property, has lost its lead over the Pacific coast district and last reports showed them running an almost even race.

PAWLET TO DIP TUESDAY

MISS ELIZABETH BOSCHKE WILL BE SPONSOR.

New Hull Is Ninth Steel Ship to Be Put in Water by Standifer Corporation at Vancouver.

VANCOUVER, Wash., Jan. 17.—(Special.)—The Pawlet, hull No. 9, is about 95 per cent complete and will be launched at 8:30 o'clock Tuesday morning by the G. M. Standifer Construction corporation steel plant in this city. The sponsor will be Miss Elizabeth Boschke, a daughter of Mr. and Mrs. G. W. Boschke of Portland.

The Pawlet is the ninth steel ship to be launched by this company in less than 13 months. It is of 9500 tons' capacity and is being built for the United States shipping board. It will be launched at the early morning hour on account of a favorable tide.

The Standifer corporation has contracts for one more ship of 9500 tons' capacity for the shipping board. It has also contracts for five ships of 9550 tons each for a New York company and three tankers of 12,000 tons' burden.

As soon as a government ship is launched a keel is laid for one of the 9550-ton ships, and already three keels have been laid. On hull No. 11 more than 50 per cent of the tank top is in place, and hulls 12 and 13 are being rushed along so that they are but a few days behind.

EUROPEAN CARGOES CAN COME DIRECT

Local Shipping Agents Seek Return Ship Business.

NINE VESSELS IN SERVICE

Minimum of 300 Tons Is Only Requirement for Craft to Call Here. Sample Rates Are Given.

A drive for return cargoes from Europe to Portland on the vessels of the European-Pacific line has been started by the Columbia-Pacific Shipping company, local agents for the line, it was announced yesterday by A. C. Stubbe, general manager of the Columbia-Pacific company. Information has been received by Mr. Stubbe from Williams, Dimond & Co., operators of the line, that agents of the line have been appointed in the principal European ports, and that every assistance will be given Pacific coast importers who are endeavoring to arrange for the direct importation of commodities from any port of Europe.

A letter received by Mr. Stubbe yesterday from Williams, Dimond & Co. reads as follows:

"We are pleased to advise that the United States shipping board has authorized us to announce that the nine steel steamers which have been allocated to us for European service are expected to remain in that service permanently.

"The steamers above referred to are the West Aleta, Cansumset, Cockaponset, Dewey, Eelbeck, Effingham, Orani, West Cayote and West Katan. They are all from 8800 to 9600 tons deadweight.

"In addition to this, the United States shipping board has authorized us to announce that these steamers will load homeward cargoes from the various European ports for direct delivery at San Francisco, San Pedro, Portland, Seattle and Tacoma.

"There is no restriction as to any minimum quantity of cargo required for direct delivery at any of the above ports with the exception of San Pedro and Portland, direct calls for which ports will be governed by a minimum quantity of 300 tons per steamer.

"The United States shipping board has also authorized us to accept shipments of samples, on a basis of the rate per 100 pounds applicable on the commodity shipped. For example, in case a shipper desires to forward a sample shipment of beans, the charges would be based on the rate of $1.80 for any quantity up to 100 pounds, to a United Kingdom port, $2.05 to French ports, Amsterdam, Rotterdam and Antwerp, $2.30 to Copenhagen, Christiania, Gothenberg and Hamburg, and $2.55 to Stockholm and Helsingfors."

COOS BAY OFFICIAL IN CITY

Harbor Commissioner Here to Inspect Port Facilities.

For the purpose of acquiring knowledge that will be used in the construction of terminals and port facilities on Coos bay, the board of harbor commissioners of that port spent the past two days inspecting the docks and terminals of Portland and Astoria. The visitors were shown around Portland harbor by G. B. Hegardt and James H. Polhemus, chief engineers for the dock and port commissions of Portland.

The party consists of A. H. Powers, president of the port of Coos Bay commission; Henry Sengstacken, secretary; C. S. Winsor, Anson Rogers and Peter Logie.

The proposed improvements at Coos Bay, according to the commissioners, include construction of a dock for the handling of off-shore lumber cargoes and also a 15-inch suction dredge.

GEORGE U. HIND DUE HERE

With Arrival, Three Vessels Will Be Loading Lumber Cargoes.

With the arrival from San Francisco this week of the barkentine George U. Hind, three vessels will be loading full lumber cargoes in the harbor for three different off-shore points. Now loading are the steamer West Kader for China and the motor schooner Admiral Mayo for Australia. The eGorge U. Hind has been chartered by Balfour, Guthrie & Co. to carry lumber to South Africa.

She will be brought to Portland by the tug Relief which brought the barge Isaac Reed to Astoria from San Francisco, bound for Puget sound, and left her at the mouth of the Columbia because of the urgency of the loading of the George U. Hind. After the Relief brings the barkentine to Astoria, she will continue her journey northward with the Isaac Reed.

FLOUR CARGOES TO LOAD

Transport Marica and Steamer Duquesne to Work Tomorrow.

The shipping board steamer Duquesne and the army transport Marica will start loading full cargoes of flour tomorrow morning. Both vessels came here in ballast from Honolulu, and both were delayed by fog in coming up the river from Astoria, the Marica arriving Thursday night and the Duquesne at 9 o'clock yesterday morning. The Marica is to load first at the North Bank dock and the Duquesne at the O.-W. R. & N. dock.

Lining of the holds of both vessels with lumber, preparatory to loading them with flour, was completed last night.

SCHOONER BALESTRAND BURNS

Grays Harbor Boat and Cargo Are Destroyed in Sweden.

The wood auxiliary motor schooner Balestrand, built by the Grays Harbor Shipbuilding corporation, has been destroyed, with her cargo, by a fire which started in her hold December 7 at Trangsund Roads, Sweden. The fire started from an explosion in the engine room while the vessel was loading wood pulp.

The Balestrand was launched at Grays Harbor September 22, 1917. She called here March 4, 1918, with general cargo in transit from Seattle, and loaded lumber here. She sailed March 9 for Shanghai and Calcutta. She was of 1906 net tons register.

ENGINEER REVISITS PORTLAND

Allan McCulloch Comes From San Francisco on West Kader.

Portland's waterfront fraternity has found an old friend and associate in Allan McCulloch, chief engineer of the steamer West Kader, which arrived from San Francisco last week to load lumber for China. McCulloch started from Portland October 16, 1918, as chief engineer of the steamer Dumaru, which was lost with her crew off the coast of Guam, when her deckload of gasoline was ignited by a bolt of lightning. "Mack" did not participate in the disaster, because he had left the ship at San Francisco.

Since the loss of the Dumaru, McCulloch has made a trip to Vladivostok as chief engineer of the steamer Cadaretta. He was chief engineer of the coastwise steamer Breakwater for eight years.

102 ARRIVALS AT TACOMA

Incoming Tonnage 111,470—Departures Listed at 125,468 Tons.

TACOMA, Wash., Jan. 17.—(Special.)—The report of Harbormaster W. G. Rowland for December shows that 102 deep-sea vessels arrived during the month with a tonnage of 111,470 and that there were 107 departures of 125,468 tons.

The Saginaw and Port Angeles probably will get to sea bound for California ports at noon Sunday. The vessels are loading lumber now.

The Dewey arrived from San Francisco early this morning and may not get away before Sunday morning. The steamer is taking all her outward cargo here this voyage.

The Javary, Captain Poindexter, may get to sea tonight if loading is completed, bound for Shanghai. The Javary, Captain Poindexter's log shows for the year ending December 31, has run 52,746 miles, having been under steam 278 days and 87 days in port. The average daily run is 189.73 miles and average hourly speed 7.9 knots. The Javary is the smallest steamer in the trans-Pacific trade.

Hugh Daly to Command Owatama.

When the wooden steamer Owatama sails from Portland with a cargo of ties for the United Kingdom, she will be commanded by Hugh Daly, who was yesterday named by the Pacific Steamship company as master of the vessel. Mates will be Louis P. Halls, Charles C. Christensen and A. A. L. Wilde. The Owatama was built by the Wilson Shipbuilding company at Astoria. She is expected to be checked in tomorrow by the Pacific Steamship company.

Investigator Goes to Seattle.

SAN FRANCISCO, Jan. 17.—William H. Tidwell, special agent of the treasury department recently appointed assistant investigator of alleged frauds of wartime shipbuilding on the Pacific coast, was on his way to Seattle tonight. No intimation of Tidwell's plans or future actions was given.

1731 Oil Burners Built.

With the completion of the present construction programme of the shipping board, there will be under the American flag 1731 oil-burning steamers of an aggregate of nearly 10,000,000 deadweight tons.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Jan. 17.—(Special.)—The tank steamship Imlay of the shipping board arrived in Seattle from Amsterdam this afternoon with a full cargo of creosote and went to the plant of the Colman Creosoting works to discharge the bulk of her cargo. She will discharge the rest in St. Helens, Or. Then she will go to San Francisco to load fuel oil for Manila. The oil will be consigned to the shipping board new fuel station in the Philippines. The Imlay sailed from Amsterdam December 6 and from Balboa December 30. She is being managed and operated by Struthers & Dixon for the shipping board. The vessel has the first full cargo of creosote brought to Seattle from Europe since the outbreak of the European war.

Marine equipment valued at more than $60,000, now in Anchorage, Alaska, today was offered for sale by the Alaskan engineering commission. The equipment will be sold to the highest bidder and consists of three steamboats, one gasoline launch, five lighters and eight barges.

Bids will be opened in the office of the general purchasing agent of the commission in the Bell street terminal building of port commission at 4 P. M., April 1, and in the office of the engineer in charge at Anchorage at 1 P. M., April 1.

Appointment of "Tad" Jones, general manager of the Ames Shipbuilding & Drydock company, as head football coach for Yale next season was ratified by Old Eli board of control last night. It was announced in advices received this morning from New Haven, Conn. The appointment was made by the football committee of Yale early in the week. The ratification by the board of control last night comes as final action.

COOS BAY, Or., Jan. 17.—(Special.)—The steamer Johanna Smith finished her lumber cargo at the Smith electric dock this morning and sailed for Bay Point at 10 o'clock.

The government has put on another crew of surveyors, under Engineer Bundy. The work will occupy a few weeks and is being done in the lower bay below the railroad bridge toward Empire. The work is for determining the depth ahead of the dredge Oregon now employed in excavating the 22-foot channel.

The steam schooner Martha Buehner arrived this morning at 9:45 from San Francisco and is loading lumber at the Buehner mill.

Here for two days, the lighthouse tender Rose did not enter port but delivered winter supplies at the Arago lighthouse and then departed for the north.

ASTORIA, Or., Jan. 17.—(Special.)—With freight and passengers from Portland and Astoria, the steamer Admiral Goodrich sailed at 2:30 o'clock today for San Francisco via way ports.

After discharging fuel oil in Portland, the tank steamer William F. Herrin sailed at 9:30 this morning for California.

The tank steamer Atlas, with barge 93 in tow, arrived at 2 this afternoon from California, bringing cargoes of fuel oil. The barge will discharge here while the Atlas will proceed to Portland.

The steamer West Hassayampa, laden with flour from Portland for New York, sailed at noon today on her 12-hour trial run at sea.

The steamer Siletz sailed at 11 o'clock on her 12-hour trial trip at sea. The Siletz is laden with flour from Portland for New York and will probably proceed to the Atlantic coast tomorrow.

The tank steamer Lansing, bringing fuel oil for Astoria and Portland, arrived at 1:45 this afternoon from California.

The British steamer Crown of Castile was due tonight from San Francisco and will go to Portland to take on cargo for England.

The barge Egeria, laden with machinery belonging to the emergency fleet corporation, will be towed to Portland tomorrow. The Egeria, which was built at the Wilson yard, has been purchased by private interests and will be converted into a steam schooner.

The army tug Slocum left for Portland at 8 this morning.

GRAYS HARBOR, Jan. 17.—(Special.)—The steamers Daisy Gadsby, Lassen and Willamette loaded tonight at Harbor mills. Barkentine Forest Nymph also took cargo.

The steamers Svea, Hartwood and Wahkeena are still barbound in the lower harbor.

SAN FRANCISCO, Jan. 17.—(Special.)—The introduction of law and order in Mexican states along the Pacific coast is fast creating a demand for the assignment of a greater fleet of steamers in the service between the various lower coast ports and northern terminals, officials of the Pacific Mail Steamship company, Gulf Mail line and Admiral line announced today. All of the Pacific Mail ships sailing from this port are filled to capacity with freight and passengers, as are those of the Admiral line.

The passenger department of the Pacific Mail Steamship company had a difficult problem today when it dispatched the steamship San Jose for Balboa via ports of Central America. More than 100 passengers in all classes were placed aboard, but the officials had enough names on the waiting list to send nearly twice that many. The experts in charge managed so well that they satisfied the needs of those who had to get away immediately, and the others have consented to await the next sailing.

The identity of the travelers obtaining the transportation indicates that there is a vast amount of mining being developed along the lower coast. There were about a dozen mining engineers booked and also numerous merchants and planters.

The Union Steamship company sent the steamer Moana to Hunters Point today to have the vessel placed in drydock, where she will be thoroughly cleaned and painted. When she arrived here three days behind the schedule it was announced that the foul bottom was responsible for her slow passage. Captain Barlow said the sea growth was nearly a foot long on the hull beneath the water line and if the vessel left without being cleaned she would likely be a week late into Wellington. The strike here was on when the vessel was here last time and this made it impossible to have the work done. The Moana will sail on the homeward-bound voyage next Thursday.

After two weeks of frenzied loading of vessels here, due largely to the desire to get away from the country every possible gallon of liquor, the steamship officials and stevedores again are taking a breathing spell. As a result there is a fair tonnage of other freight that had to be sidetracked for the time being, and this will now be sent on its way.

The shipping board steamship West Neros was cleared today for Manila, Saigon, Singapore and Hongkong and was expected to get away before midnight under command of Captain J. J. Keoghan. The vessel carries general merchandise and is operated by the Pacific Mail.

The steamer Renacio, formerly the T. K. K. liner Nippon Maru, sailed today for Valparaiso under command of Captain John Carswell. The Renacio will be overhauled and go into service between Valparaiso and Balboa.

The steamer Catherine D., Captain Knight, which arrived here from Seattle with a part cargo, completed loading today and proceeded for Valparaiso.

The steamer Wallingford, Captain Dick Seike, sailed for Honolulu today with a full general cargo for the Matson line.

PORT TOWNSEND, Wash., Jan. 17.—(Special.)—At an early hour this morning the United States shipping board steamer West Imlay arrived from Amsterdam, bringing a cargo of 8000 tons of creosote. After discharging a portion of her cargo at Eagle Harbor she will shift to the Columbia river, where the remainder will be discharged at St. Helens. From St. Helens the West Imlay will go to San Francisco, where she will load outward.

The schooner Helene, arriving yesterday from Bellingham, where she loaded lumber, will be delayed here several days awaiting a special permit to clear for Honolulu with a non-certified crew. All diligence was used to get a certified crew, but as seamen are scarce, such a crew could not be obtained. The law requiring a special permit from Washington to clear with a non-certified crew is severely criticised by not only Captain Lembke of the Helene, but by the masters of all windjammers. They say that the collector of customs, who is on the ground and is familiar with the conditions, should be empowered to issue the special permit, thereby saving considerable to vessels unable to get certified seamen. Shipmasters and owners will make an effort to have the law amended so the collector of customs can grant the desired permits.

The new United States shipping board steamer West Jessup has been assigned to Struthers & Dixon, who will place her in the oriental trade. She is scheduled to have her trial trip next week, after which she will begin loading. Captain Archie McKay, a well-known Alaska pilot, has been placed in command.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M., yesterday unless otherwise indicated.)

YOSEMITE, 10 miles south of Cape Blanco, Portland to San Francisco, southbound.

EL LOBO, Lobitos, Peru, for Vancouver, 250 miles south of Cape Flattery.

GLORIETTA, San Francisco, for Seattle, 174 miles from San Francisco.

F. H. BUCK, Gaviota, for Linnton, 572 miles north of Gaviota.

WINDBER, Kobe for San Francisco, 920 miles west of San Francisco.

LYMAN STEWART, Seattle, for Oleum, 313 miles from Oleum.

PRESIDENT, Seattle, for San Francisco, 340 miles from San Francisco.

FRED BAXTER, San Francisco for Seattle, 235 miles north of San Francisco.

American Transport Hits Ship.

LONDON, Jan. 17.—The American transport Pocahontas struck an unidentified schooner near Goodwin Sands, off the mouth of the Thames, according to a telegram to Lloyd's from the Northumberland coast town of Culler-Coates. Apparently the transport was not seriously damaged, as she proceeded on her way.

DAILY CITY STATISTICS

Marriage Licenses.

RUSSELL-WILLIAMSON—Donald E. Russell, 30, 5 East Shaver street, and Lottie B. Williamson, 24, 296 East Twenty-sixth street.

WEST-MEISTER—Ray James West, 26, 611 Mulberry street, and Florence Meisler, 26, 27 East Thirteenth street.

CADEGAN-BAE—James A. Cadegan, 24, 818 Patton avenue, and Anne Marion Bae, 19, 1440 Montana avenue.

FRONK-EVANS—Raymond R. Fronk, 29, 318 East Thirty-ninth street, and Sylvia Gertrude Evans, 18, 1284 East Clay street.

QUAALE-BARGER—Oscar Quaale, 29, 698 Overton street, and Madge Barger, 16, same address.

BROWN-OLSSON—Gus William Brown, 49, 506 Twelfth street, and Ellen Ruth Olsson, 53, Washington building.

FORD-BLACKWELL—Ambrose C. Ford, 24, Hood River, Or., and Sylvia Blackwell, 21, 410½ Morrison street.

COOPER-BARNES—Theodore M. Cooper, 18, 410 Vancouver avenue, and Ina M. Barnes, 29, same address.

SIGLER-GILLANDERS—Samuel W. Sigler, legal, Dayton, Or., and Laura Gillanders, legal, Fourteenth and Belmont streets.

TIPTON-JOHNS—Frank Tipton, 26, 430 Harrison street, and Alice Johns, 26, 251 Bancroft avenue.

COON-BALKE—Walter E. Coon, 38, 619 North Ivanhoe street, and Bessie M. Balke, 28, 316 Smith avenue.

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TRAVELERS' GUIDE.

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Sails from Portland at 9 P. M. January 27 for North Bend, Marshfield, Eureka and San Francisco, connecting with steamers to Los Angeles and San Diego

Round Trip Excursion Fares
Between San Francisco and San Diego account Tia Juana race track meeting January 19 to February 14. San Francisco to San Diego and return, $30.

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Freight Office, Municipal Dock No. 2.
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Freight Office, Ainsworth Dock
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