GERMAN STEAMSHIP WITRAM CHARTERED

Wheat to Be Carried From Here to United Kingdom.

GROSS TONNAGE IS 6490

Speculation Rife on Waterfront Whether Vessel Will Come Under Teuton Flag.

The German steamship Witram has been chartered by E. A. Strauss & Co. to carry wheat from Portland to the United Kingdom, it was announced yesterday by the Northern Grain & Warehouse company, which represents the charterers here. This will be the first German vessel to come here since before the war.

The German vessel has been fixed at a rate of 150 shillings, which, at the present rate of exchange, quoted at 3.58¼ yesterday for demand sterling, means an increase of 58 cents over the prevailing shipping-board rate of $20 a ton.

Announcement of the charter by Strauss & Co. of the Norwegian steamer Alstead also was made yesterday by the Northern Grain & Warehouse company, but it is not known whether this vessel will load here or at San Francisco. The Alstad is a steamer of 1890 net tons, built in 1896. She arrived at Savannah, Ga., August 6 from Barry, England.

Tonnage Is 6490.

The German steamer Witram was last reported at Rostock, Germany, May 1, and is presumed to have been interned there since the outbreak of the war. Her gross tonnage is given as 6490.

Upon the circulation along the water front yesterday of the news that the Witram had been chartered for Portland loading, speculation arose as to whether or not she will come here under the German flag. It is generally considered more probable that she will be taken over by one of the allied governments, either before leaving German waters or after her arrival here.

Support is given to this belief by the fact that the steamer Tannenburg, recently reported as chartered by Balfour, Guthrie & Co. for grain loading at Portland, was formerly a German vessel, but is now under the flag of Great Britain.

Witram Due in October.

The last vessels flying the German flag to be seen in Portland harbor were the sailing vessels Arnoldus Vinnen, Dalbek and Kurt, which were lying in the local harbor when war was declared and were interned here. All three were taken over by the American government and recntly were offered for sale under new names by the shipping board.

The last vessel to leave Portland under the German colors was the steamer Saxonia of the Hamburg-American line. This vessel left Portland August 4, 1914, the day before the declaration of war, arrived on Puget sound the day after the war started and was interned there. Her cargo of wheat, laden at Portland, was transferred to a British vessel.

The Witram is scheduled to load here during October.

Pacific Coast Shipping Notes.

TACOMA, Wash., Aug. 28.—(Special.)—On her first outbound voyage from Tacoma the Arizona Maru of the Osaka Shosen Kaisha line is scheduled to sail for ports of China and Japan tomorrow morning. The steamer has a full cargo of general freight out from here, made up of the usual run of exports from the United States. The Manila Maru, now loading here, will sail within a few days. The next vessel of this line inbound is the Hawaii Maru, due September 15.

Reports received here today were to the effect that the motorship Sierra might be expected here Thursday, from west coast ports via San Francisco with nitrates for local discharge. The Sierra is said to have been detained on account of engine trouble.

The Bee is due here Monday from San Francisco. The Nome City, expected here today, will not come to Tacoma this voyage, local representatives said today.

After being closed for several weeks the plant of the Puget Sound Lumber company is to resume operations next week. This mill is one of the large exporting plants of Tacoma and has been doing considerable business with the west coast and Japan.

The San Diego sailed this afternoon for San Pedro with a full cargo of lumber loaded at local mills.

PORT TOWNSEND, Wash., Aug. 28.—(Special.)—After discharging a cargo of coal at Bremerton, the steamer Brookline sailed this evening for San Francisco, where she will load.

The United States collier Brutus, after discharging supplies at Bremerton, arrived this afternoon. She will remain here until tomorrow, when she will proceed to San Francisco.

The schooner Camano finished loading about 900,000 feet of lumber at Port Ludlow today and will shift to this place Sunday to procure a crew and clear for the west coast of South America. When she sails she will carry a power tug on her deck to be used during calms and when in port to shift her from one dock to another. The power tug has just been completed and will be taken on board before she sails for the south.

The president, sailing this afternoon for San Francisco, had a full cargo of general freight and a large number of passengers, among whom was President Budd of the Great Northern Railway company.

GRAYS HARBOR, Wash., Aug. 28.—(Special.)—The schooner Defiance, yesterday reported ashore and in a leaking condition off Grays Harbor, is on her way to Honolulu, according to advices from the Defiance's master, Captain Saletzke, in a message to E. K. Wood officials at Hoquiam. The message read that the Defiance was taking in an inch of water an hour, but this was regarded as not dangerous. The leak, according to Captain Saletzke, developed while the vessel was loading at the E. K. Wood mill.

The Cudahy, which returned here last night with the schooner Commerce, after scouring the harbor entrance as far south as Willapa, reported that the Defiance was not in sight and was on her way to Hawaii. This advice tallies with the report from the E. K. Wood mill officials that the schooner had cleared and was not in danger.

A report from Westport that a schooner was seen flying distress signals is believed by marine men here to have been confused with the flying of signals for a tug by the schooner Commerce now loading at the Wilson mill.

The steamer Tamalpais arrived here late yesterday from San Francisco and is loading at the Donovan mill.

The schooner Commerce arrived last night and is loading at the Wilson mill for a return voyage to San Francisco.

The steamer Eastern Glade cleared this morning for New York with a cargo of ties from the Eureka mill, Hoquiam. The Eastern Glade will touch at San Francisco en route.

The steamer Hoquiam cleared this morning for San Pedro from the Donovan mill, Aberdeen.

COOS BAY, Or., Aug. 28.—(Special.)—The steam schooner Martha Buehner sailed at 12:05 this afternoon with a lumber cargo for San Francisco. The Martha had been in port five days.

The steamer Johanna Smith, which had shipped a lumber cargo at the Smith electric dock, sailed for San Francisco at 12:10 this afternoon.

Illustration of people circumventing the high railroad fares was seen in the heavy passenger list the City of Topeka brought here today, and the large number also who have booked for her sailing to Portland in the morning at 9. The City of Topeka arrived from the south at 12:30 this afternoon.

SEATTLE, Wash., Aug. 28.—(Special.)—With a crowd of Alaskans present, the $35,000 miniature bulk oil tanker, which is being built for the Behring River Coal company of Katalla by E. W. Heath at the Tregoning plant, will be launched at 6 o'clock Monday evening. Miss Margaret Joslin, daughter of Falcon Joslin, president of the Behring River company, will christen the new vessel, the first small wooden carrier of the bulk oil type to be built in the northwest. She is to be christened the Margaret in honor of Miss Joslin.

Various units of the off-shore lumber fleet of sailing vessels usually returning to Puget sound in ballast are finding the unusually heavy pineapple crop in the Hawaiian islands a great boon this season. The exceptional crop is enabling the white wings to return here with cargo instead of in ballast.

Five vessels of the United States shipping board's European-Pacific line, the steamships Hawarden, Eastern Bell, Waterbury, West Katan and Westward Ho, are due in Seattle in September to discharge and load, according to representatives of W. C. Dawson & Co., Puget sound agents for Williams, Dimond & Co., managing agents on the Pacific coast for the service.

Joseph C. Harris, assistant superintendent of the Alaska Steamship company, left Seattle last night aboard the steamship Jefferson, of the company's southeastern Aaska service, on his annual vacation. He is accompanied by Mrs. Harris. Captain John Livingstone, master of the Jefferson, will be the host during the voyage.

SAN PEDRO, Cal., Aug. 28.—(Special.)—The steamer Point Lobos arrived this morning from Baltimore with 600 tons of general cargo to be discharged here. She is a Pacific Mail steamer.

The steamer Santa Inez, due today, will not arrive until Tuesday according to wireless report.

Mike Mich, skipper of a fishing launch, was drowned off Point Dume yesterday.

The differences of opinion between the oil companies and the shipping board over the price of oil have been settled. Several of the vessels which were tied up here for the last few days began loading today. The steamer Los Angeles loaded over 10,000 barrels in the last 12 hours. Other steamers are awaiting their turn. It was said that the shipping board agreed to the price asked by the oil companies.

Due to the settlement of the fuel oil question all records for tonnage departing in one day will be broken. The steamers to sail include The Angeles, the West Kader, Haymon, West Kedron, Costigan, West Modus and Henry Steers.

SAN FRANCISCO, Aug. 28.—(Special.)—On Tuesday, the new merchant marine training ship Hollywood will be placed on exhibition here. The vessel will be released from the Hunter's Point drydock Monday and proceed to the Matson pier, where a part cargo will be loaded preparatory to her sailing Tuesday at 5 P. M. for Seattle to load additional merchandise for the Hawaiian islands.

A welcome has been issued by Captain J. W. Jory of the sea service bureau to the general public to inspect the Hollywood. Movies of the cadets that have been assigned to the vessel will be taken to acquaint parents of prospective candidates with the conditions of the service. The vessel has been allocated to the Matson Navigation company to be used on the triangular freight service between this port, Seattle and Honolulu.

Port Captain Sanders of the Matson Navigation company left for Seattle today to look over the freight situation of Seattle, the northern port of the company's triangular freight service.

With general merchandise for Norton, Lilly & Co., the steamer Steel Trader arrived from the Columbia river this afternoon.

The steamer La Primera, operated by Walter Scammel, arrived from Iquique today with a cargo of nitrates.

The tank steamer Eagle, a new Standard Oil vessel, arrived from New York today.

Kerr, Gifford & Co. has chartered the British steamer Iris to carry wheat and flour from the Columbia river to the United Kingdom.

ASTORIA, Or., Aug. 28.—(Special.)—Carrying lumber from St. Helens, the steam schooner Klamath sailed at 2:15 this morning for San Francisco.

The tank steamer El Segundo, with barge 93 in tow, arrived at 10 o'clock last night from California. After discharging 5000 barrels of oil and 100,000 gallons of gasoline here the vessel proceeded to Portland.

Bringing in fuel oil for Portland, the tank steamer Wm. F. Herrin arrived at 10 o'clock this morning from California.

The steam schooner Johan Paulsen arrived at 2:15 this afternoon from San Francisco with freight for Portland.

The barkentine Monterey, with lumber from Portland for South Africa, is still anchored in the lower harbor, but is expected to sail tomorrow if weather conditions are favorable.

After discharging fuel oil in Portland, the tank steamer Pearl Shell sailed at 2:15 this afternoon.

The steamer Thelissick, with grain from Portland for Europe, sailed at 5:30 this evening.

Carrying a part cargo of ties from St. Helens for the United Kingdom, the steamer Apus is scheduled to sail this evening for Puget sound to finish loading.

The steamer Westward-Ho, from Baltimore via San Pedro for Portland, will be due at daylight tomorrow.

Submarines Offered for Sale.

MANILA, P. I., Aug. 28.—Bids have been opened at the Cavite naval station here for five United States submarines offered for sale by the government. The vessels, which are dismantled, are the A-2, A-4, A-6, A-7 and B-2. The A boats are appraised at $1000 each and the B boat at $1200. The engine, batteries and anchors have been removed.

Salem Run to Be Resumed.

SALEM, Or., Aug. 28.—(Special.)—Daily steamer service on the Willamette river between Portland and Salem will be resumed on September 3, according to announcement made here today. Four boats have been acquired, all of which are equipped for handling passengers as well as freight. Both day and night service will be provided.

Columbia River Bar Report.

NORTH HEAD, Aug. 28.—Condition of the bar at 5 P. M.—Sea, smooth; wind, southeast, 24 miles.

WORLD TONNAGE CUT 3 MILLION BY WAR

British Holdings 781,000 Tons Short of 1914.

TOTAL IS 57,314,000

Increase Over Pre-War Figure Is 8,225,000 Tons; U. S. Holds 16,049,000 Tons.

Despite the great growth of the American merchant marine and the intensive production of ships in the United States and the United Kingdom, the world's steel steam tonnage today is 3,500,000 gross tons less than it would now have been if the war had not interfered with the normal rate of expansion, says a statement just issued by Lloyd's Register of Shipping and based on data contained in the 1920-21 edition of Lloyd's Register book.

Although Britain is now building nearly 1,500,000 gross tons of ships more than this country, it is stated, British holdings of steamers are still 781,000 tons below the total at the outbreak of war.

The world total of all types of vessels over 100 gross tons, however, is now 57,314,000 gross tons, an increase of 8,225,000 tons over the pre-war figure. Of this amount the United States holds 16,049,000 tons and the United Kingdom 18,330,000 tons, the British lead, which before the war was nearly 14,000,000 tons, having been reduced to about 2,300,000 tons.

In steel steamers, however, the British lead is a larger one, the margin in this case being 4,656,000 tons. American holdings of wooden steamers are much greater than the British and this country also leads in sailing tonnage by a wide margin. The distribution of the tonnage of the two countries by types is as follows (in gross tons):

	U. S.	U. K.
Steel steamers	13,113,000	17,798,000
Iron steamers	227,000	277,000
Wooden steamers	1,234,000	35,000
Total steamers	14,574,000	18,110,000
sailing ships	1,475,000	220,000
Total all types	16,049,000	18,330,000

Holdings of all types of vessels by the two countries and the other maritime nations at June 30 of 1914, 1919 and 1920 are given by Lloyd's Register as follows (figures in gross tons):

	1914.	1919.	1920.
U. S.	5,868,000	15,092,000	16,049,000
U. K.	19,257,000	16,555,000	18,330,000
Others	24,464,000	21,272,000	22,935,000
World to	49,589,000	50,919,000	57,314,000

These figures indicate that while the United States has trebled its pre-war holdings, Great Britain and all the other maritime nations combined are still about 2,500,000 tons below their 1914 total. During the past year the American merchant marine grew by nearly 3,000,000 tons, while the United Kingdom's gain was only about half that, with the other nations advancing about the same amount.

WESTWARD HO NEARING PORT

Vessel Due Off Columbia Lightship at 4 A. M. This Morning.

The steamer Westward Ho, the first vessel launched by the Columbia River Shipbuilding corporation of this city, will be off the Columbia river lightship at 4 o'clock this morning, according to a radio message from her captain, received yesterday by the Columbia river pilots. The Westward Ho, at present under the management of the Pacific Mail Steamship company, is bringing 737 tons of general cargo to Portland from Baltimore. After discharging here she will go to Seattle with the remainder of her cargo and will then be checked over to Williams, Dimond & Co. for management and operation.

The first news of the proposed return of the Westward Ho to her birthplace was received early last April, when J. G. Melvin, local freight agent of the Pacific Mail, received word that the vessel was to leave Baltimore April 25. She did not arrive from France, however, until late in April and then extensive repairs were found necessary. She finally left Baltimore June 27 and was then detained at the Panama canal for further repairs.

DOCK RENTAL IS AGREED ON

Tacoma Firm to Pay City One Cent for Every Passenger.

TACOMA, Wash., Aug. 28.—(Special.)—One cent paid to the city of Tacoma for every passenger who rides boats operated between Tacoma and Seattle by the Puget Sound Navigation company was agreed upon Friday as the price that should be paid as dock rental by the transportation concern. The compromise came after an all-day conference between Mayor Riddell and other city officials and Joshua Green, president of the company.

The navigation concern paid $4200 rental annually heretofore. If as many passengers are carried this year as last the city will receive $11,600 and the company will furnish the employes which will lop another $3000 from municipal dock expense. The city asked 2½ cents a passenger with the provision that it would meet the dock payroll. The latter is now absorbed by the lessee.

ONLY IDLE CRAFT TO BE SOLD

Steel Vessels of U. S. Must Remain in Service if Bought.

WASHINGTON, Aug. 28.—Sale of the government-owned fleet of steel vessels for which bids will be opened September 1 will be confined to craft not in service on established steamship lines, it was stated last night by shipping board officials. Vessels operating in berth service will not be sold except to purchasers who agree to keep them in their established routes, nor will ships at sea for which commitments have been made, be disposed of unless substitutes can be provided for their operators.

Offers of the entire government-owned steel fleet for sale, however, comply with the terms of the Jones merchant marine act.

Arrangements are being completed by which a group of 100 steel vessels, aggregating about 50,000 deadweight tons, will be offered for sale for immediate delivery.

TYPICAL GROUP OF MEN IN TRAINING FOR POSITIONS IN NEW AMERICAN MERCHANT MARINE.

RECRUITS AT WEST SEATTLE STATION FOR WHICH ENLISTMENTS ARE BEING RECEIVED IN PORTLAND AND OTHER CITIES.

PORT GETS HEMP CARGO

EXAMPLE OF ORIENTAL AGENT'S WORK CITED.

275 Bales Which Otherwise Would Not Have Come Here Obtained by Joseph W. Buckley.

A shipment of 275 bales of hemp, which otherwise would not have passed through Portland, was obtained for the steamer Abercos of the Admiral line by Joseph F. Buckley, oriental agent of the traffic bureau of the port and dock commissions. This incident was cited yesterday by H. L. Hudson, manager of the bureau, as an example of the work this bureau is doing to develop Portland's commerce.

Information that such a shipment was coming from Manila was procured from an eastern importing house by C. A. Lockhart, in charge of the New York office of the traffic bureau. Mr. Lockhart flashed the word to Mr. Hudson, who put Mr. Buckley on the trail. Mr. Buckley saw that the hemp was loaded on a steamer bound for Portland. Here it will be transferred to cars and sent east by rail.

The steamer Abercos, due here next Saturday, has about 3000 tons of cargo in all, according to information received in the local office of the Pacific Steamship company. In addition to this and other shipments of hemp, she has 1000 bales of gunnies from Calcutta and a large quantity of rattan furniture from Hongkong for a local consignee.

The steamer Pawlet of the Admiral line, bringing among other things a large shipment of tea, will be due here about September 10.

Schooner Defiance Afloat.

The schooner Defiance, reported on the rocks near Grays Harbor, is afloat and on her way to Honolulu, and was never on the rocks, according to telephonic information received here yesterday by the E. K. Wood Lumber company. The facts of the case, as reported to the local office, were that the Defiance, on her way out of Grays Harbor Wednesday morning, bumped on the bar, and sprung a slight leak. Considering the leak insufficient to detain his vessel, the captain dropped his tow and proceeded. The tug Cudahy later was sent out to look for the schooner, but she had gone over the horizon.

On the farm of the state sanatorium in the eastern part of Rutland, Mass., is an elm which stands almost in the exact geographical center of the state. It is called the Central tree.

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Good hose, these, in black-split and white-foot. In sizes 9½ to 11½.

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Sale Turkish and Huck Towels

Attention: Hotels! Rooming Houses! Housekeepers!

Turkish Bath Towels 49c Each; Doz. $5.40
Size 18x36 in white and in white with blue stripe borders.

Turkish Bath Towels 55c Each; Doz. $5.98
Size 18x36 in heavy towels of excellent quality. Buy now!

Huck Towels 18c Doz. $2.05
These have red stripe borders. Buy them by the dozen!

Huck Towels 25c Doz. $2.75
Good weight and excellent value; sixe 17x33. Buy!

Huck Towels 35c Doz. $3.85
Heavy quality in white, and in white with red borders; 18x36 size.

Honeycomb Bedspreads $3.48 Double Bed Size
A splendid bargain for early shoppers. These are heavy, excellent bedspreads at a low price.

Salem Pillow Cases 65c
Heavy bleached cases in size 45x36. A bargain!

36-Inch White Fleeced Outing Flannel, the Yard Only..... 45c
A good fabric at a really low price. The thrifty buyer will see the value at once. Buy here tomorrow!

Quality Aluminum Ware Specially Priced!
Pure Aluminum Percolators, No. 8, for..... $1.79
Pure Aluminum Tea Kettles only $3.95
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1½-quart Aluminum Double Boilers $1.25
2-quart Aluminum Double Boilers $1.35
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Start Brother Right! Those "Ruff-and-Ready" Elkhide Scouts in black or brown make wonderful school shoes for NOW! Priced, a pair $2.98
Sizes 9 to 13½ for $2.98. Sizes 1 to 5½ for $3.48.

And for Sister! Good, Sturdy Shoes in either button or lace styles; real gun-metal calfskin; shoes that wear and do not scuff. In black only, and they're solid leather! Pair $2.98
Sizes 8½ to 11 for $2.98. Sizes 11½ to 2 for $3.49.

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$2.85 $3.25
In navy only! A perfect weight for suits, skirts and dresses! Every piece 54-inch width! A remarkable value!

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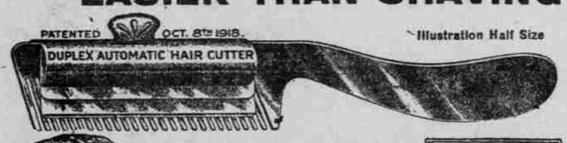

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