# CHANNEL IS LAUDED BY DUTCH CAPTAIN

## Lining of Grain Carriers Is Declared Unnecessary.

## REQUIREMENT IS DECRIED

### Master of Steamer Eibergen Says Regulation Causes Waste of Valuable Time.

Praise of channel conditions, pilotage service, aids to navigation and freight-handling facilities at the port of Portland were expressed by Captain W. H. de Jonge, master of the Dutch steamer Eibergen, at a Christmas eve conference held aboard his vessel and attended by representatives of the port commission, the navigation committee of the Chamber of Commerce and various waterfront interests.

The only criticism expressed by Captain de Jonge was of the regulations in effect on the Pacific coast requiring the lining of vessels engaged in the grain-carrying trade. He declared that he had carried wheat to the United Kingdom from Australia and South America without lining other than burlap on voyages fully as long and exacting as that from the north Pacific to Europe, and that he had never had a grain cargo damaged by lack of the lining required here.

**Underwriters Demand Lining.**

Regulations obliging every vessel carrying wheat or flour to be lined with lumber are enforced by the board of underwriters, who, it is said, are merely representatives of the big British insurance companies, so that no change can be effected from this side. It was suggested to the captain that the owners of the Eibergen, who control a large fleet of European vessels, take the matter up directly with the home offices of the British companies.

Though the actual cost of lining a vessel, according to Captain de Jonge, is compensated somewhat by the additional protection given the cargo and the market value of the lumber at the end of the voyage, the delay of one or two days caused by waiting for the lining to be installed means a direct loss to the vessel's owners of several thousand dollars, for which there is no recompense.

**Time Declared Short.**

The Eibergen, according to her master, had only seven days left in which to be made ready for loading when she arrived in the Columbia river December 18, if she was to keep her charter, and if she had been delayed only a few days by bad weather it would have been impossible for the lining to be completed in time. The J. H. Roberts company of this city had charge of the lining of the Eibergen, which, fortunately, was completed in time to permit the vessel to start loading in all holds within the time specified.

It is said that the regulations requiring the lining of grain-carrying steamers were a survival from the days when all such cargoes were taken by sailing vessels, for which a voyage of from five to six months from the north Pacific to Europe was nothing unusual, and that the requirements might be reduced without danger to cargo for steamships making the voyage in a month.

**Vessel to Leave Tuesday.**

The Eibergen is making excellent progress with a cargo of sacked wheat at the North Bank dock and is expected to go down the river Tuesday. She is under charter to E. A. Strauss & Co., represented in this city by the Northern Grain & Warehouse company.

**Marine Notes.**

The arrival of one oil tanker constituted the only break in the holiday quiet along the Portland waterfront yesterday. This vessel—the steamer El Segundo of the Standard Oil company, was storm-bound off the mouth of the Columbia river Friday night and came in yesterday morning, reaching her dock at 7 o'clock last night. For the rest of the 18 ocean-going vessels in port between Ross island and Astoria, Christmas dinners were served, but no one worked except in the steward's department. Most of the craft did not even take the trouble to hoist Christmas trees to the mastheads and break out the signal flags.

The steamer West Keats, of the Columbia-Pacific Shipping company's north China line, won a race across the Pacific ocean with Father Christmas by a narrow margin and slipped into her berth at municipal terminal No. 1 late Friday night.

Two days of idleness in succession, however, with wages, overhead, insurance, depreciation and interest expenses continuing, would be too much for the operators, so Sunday will be a working day for many of the craft in port.

The steamer Curacao, of the Admiral line, is expected to get out one cargo today, take on another, load her passengers and sail tonight for Coos bay, Eureka and San Francisco.

The steamer West Camargo, of the General Steamship corporation, is also scheduled to resume and finish loading today for Australia and New Zealand.

The Rose City, of the San Francisco & Portland Steamship company, and the Klamath, of the McCormick line, both of which carry passengers, will maintain their schedules and sail today for San Francisco.

**Pacific Coast Shipping Notes.**

TACOMA, Wash., Dec. 25.—(Special.)—Business was at a standstill along the waterfront at Tacoma. Every steamship man took a holiday. The only vessel movements was the departure of the Blue Funnel line steamer Ixion for the orient via ports and the San Francisco for San Francisco and Europe.

The San Francisco carried 2000 tons of wheat to Europe, the first shipment of wheat from here in several weeks. The vessel was originally fixed to load flour. The vessel has considerable Peruvian freight on board which will be discharged at Balboa and transshipped to Peruvian owners. On account of labor trouble between Peru and Chile, no Peruvian freight loaded in Chile would be handled by Peruvian stevedores.

The Boobyalla is due from west coast ports to load for the west coast. It is thought she will be in Monday. The vessel will take nearly all her Puget sound cargo at Tacoma this voyage.

The report of Harbormaster W. G. Rowland for the year shows that exports and imports were not so heavy as for 1919. This has been brought about by general falling off in shipping all over the country. Exports for 1920 amounted to 82,405,575, tons against 94,991,189 tons for 1919. Imports for 1919 amounted to 100,104,300 tons and for the present year, 87,843,148 tons.

ASTORIA, Or., Dec. 25.—(Special.)—The motorship Boobyalla, with lumber from St. Johns, sailed at 10:15 today for Valparaiso via Puget sound and San Francisco.

The steamer Eastern Sailor, with lumber from Portland, sailed at 11:10 today for England via San Pedro, where she will take on fuel.

After discharging freight here and in Portland, the steamer Valdez sailed at 10:35 today for Puget sound, where she is to load lumber.

The steam schooner Shasta with lumber from Rainier sailed at 11:30 today for San Pedro, after being delayed here 24 hours on account of the gale.

The tank steamer El Segundo arrived at 8:15 this morning from California with a cargo of fuel oil and proceeded to Portland.

Laden with a full cargo of lumber from the Hammond mill, the steam schooner Flavel sailed at 9:20 today for San Pedro.

The tank steamer Wm. F. Herrin arrived at 1:05 today from California with a cargo of oil for Portland.

The steam schooner Yellowstone arrived at 11:10 today from San Francisco and went to Westport to load lumber.

The steam schooner Pacific after taking on oil here sailed at 2:45 for Callao with lumber from Knappton.

SEATTLE, Wash., Dec. 25.—(Special.)—Measuring 10,000 tons, a full cargo will be loaded for the orient by the steamship Eldridge of the Pacific Steamship company at the port commission's Smith cove terminal, the vessel going on berth tomorrow. She will sail January 1. This is the first full cargo to be loaded in Seattle for the orient in some time. The steamship Wheatland Montana, also of the Pacific Steamship company, will begin loading for the orient in a few days after New Years and will sail January 10. She also will have a full cargo of 10,000 measurement tons, but a number of the shipments will be loaded in Vancouver, B. C. The steamship City of Spokane, of the same fleet, will arrive here January 20.

Hailing from Alexandria, Egypt, via ports on the Atlantic coast and San Francisco, the steamship Effingham of the shipping board's European-Pacific line, arrived in Seattle today. The vessel carried a cargo of supplies and other freight from Philadelphia to the Mare island navy yard, San Francisco. The Effingham will load for London, Liverpool, Glasgow and Hamburg. She is expected to sail from Seattle January 1.

Seattle employes of the Nippon Yusen Kaisha this afternoon staged a big Christmas celebration in company's offices in the Colman building. I. T. Orchard of the N. Y. K. staff, dressed as Santa Claus, officiated at a Christmas tree which graced one corner of the offices. Presents were exchanged by the 45 Seattle employes of the shipping corporation.

As the Christmas gift of the Seattle staff of W. R. Grace & Co., Captain C. T. Morita, port captain of the company in this port, this afternoon was presented with a ship's barometer.

# EGERIA'S RECORD ON MILEAGE IS WONDER

## Average Is 9.3 Knots Hour on 80 Barrels of Oil Daily.

## STORES LAST WELL, TOO

### Captain Sawyer Writes Home From Sydney Telling of Highly Prosperous Voyage Out.

The steam schooner Egeria, which possesses the distinction of being the only ocean-going steam vessel owned in Portland, averaged 9.3 knots an hour on 80 barrels of oil a day on the voyage from the Columbia river to Sydney, Australia, and if she has good weather on the return trip will be able to return to Portland without renewing her fuel supply, according to a letter from Captain Allan A. Sawyer, master of the vessel, to her owners, who are headed by the Coast Shipbuilding company.

The Egeria, according to cable advices, left Newcastle, Australia, last Sunday with a full cargo of coal for Honolulu. She carried lumber from Portland to Sydney.

Extracts from Captain Sawyer's account of his vessel's behavior on her maiden voyage follow:

"The night before we arrived here (Sydney) we caught a beautiful southerly buster that nearly blew the hair off our heads, but the vessel acted perfectly. She is very lively and moves around a good deal, but takes no water and rides everything. She showed her good sea qualities, as there was a heavy sea running and it slowed her down only two miles an hour.

"The steward has done remarkably well with his stores. He is feeding us at about a dollar a day, and if you inquire of people operating shipping board ships you will find that this is extremely inexpensive. When the port steward of the Columbia-Pacific Shipping company put the meat aboard, he figured it for 35 days. We have been using it for 60 days and still have a little on hand. His dry stores are being used in the same way, so you can see how well things are running. At that, we are living on the best food I ever had at sea, and the best thing of all is that the crew is so well satisfied that I have not heard a complaint since we left Portland.

"Conditions aboard the ship are fine, with everything running along smoothly. My wife was talking to an inspector of police here the other day and he wanted to know what was the matter with this ship, as he had had no calls here. He said that every other American ship that comes in here is in trouble constantly.

"The schooner Ecola arrived here the day before I did, and I met Captain Mitchell. He has certainly had his troubles. When he got into Noumea he had 73 inches list, six feet of water in the ship, the pumps broken down and the ship leaking more all the time. He does not know how he is going to get back home, and has nicknamed his ship the "Cocoa-Cola." The Kate G. Pedersen is here and also the Forest Pride. They had fairly good passages over, with no troubles."

The steamer Egeria is considered in shipping circles to have been unusually fortunate in having secured a coal cargo as quickly as she did, because at the time of her arrival in Australia there was an embargo on the class of coal she was under charter to carry. Other vessels, including the schooners Oregon Pine and Oregon Fir, which arrived at Australian ports ahead of the Egeria, were at last account still waiting for coal cargoes.

**Wireless Reports to Be Given Out.**

NAUEN, Germany, Dec. 25.—Wireless reports on conditions in the German ports in Swinemunde, Holtenau, Hamburg and others on the Weser river for the benefit of foreign vessels calling at German ports will be given out daily at 10 A. M.

## BRITISH INSULT FLAG

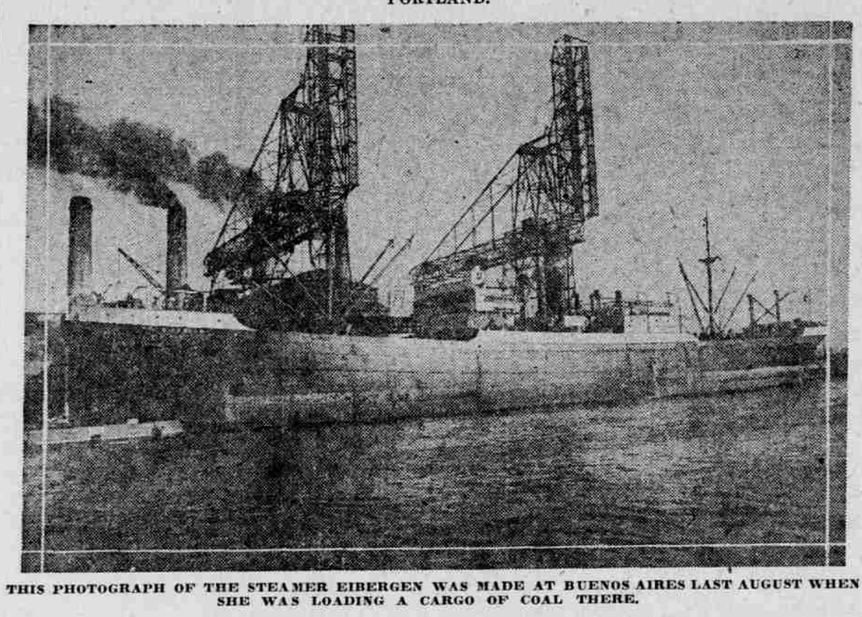
### Soldiers in Ireland Try to Tear Down Stars and Stripes.

WASHINGTON, Dec. 25.—An attempt by British soldiers to tear down an American flag from her father's home in Queenstown, Ireland, where she was staying last August, was described Thursday by Mrs. Michael Mohan of Corona, Long Island, before the commission of the committee of 100 investigating conditions in Ireland.

Mrs. Mohan said she had put up the flag as a protection against raids and that when a party of soldiers saw it one of them shouted, "tear down that damned American flag and trample on it." The soldiers then, she said, smashed windows in a fruitless attempt to climb up to the flag.

The witness told the commission that when she reported the incident to American Consul McAndrews at Queenstown, she was informed that "the English hate Americans as much as they do Irish" and that the consul would not be permitted to cable a report to America as the telegram would be censored.

DUTCH STEAMSHIP, VETERAN OF MANY SUCCESSFUL VOYAGES, NOW LOADING WHEAT AT PORTLAND.



THIS PHOTOGRAPH OF THE STEAMER EIBERGEN WAS MADE AT BUENOS AIRES LAST AUGUST WHEN SHE WAS LOADING A CARGO OF COAL THERE.

# ORCA TO DEPART MONDAY

## WHEAT CARGO TO BE LOADED ON CARRIER TODAY.

### Largest Vessel That Ever Entered Columbia River to Be Made Into Passenger Steamer.

ASTORIA, Or., Dec. 25.—(Special.)—The loading of the bulk grain on the big British steamer Orca was completed at pier 1 of the port terminals last night. Today two hatches were worked in putting the 3000 tons of sacked wheat on board, and this will be finished tomorrow so the monster craft can depart about 11 o'clock on Monday.

Besides her immense grain cargo, the Orca has taken on approximately 3000 tons of bunker coal here. The Orca is not only the largest vessel which ever entered the Columbia river, but there are only two larger strictly cargo carriers in the world today. They are the White Star line steamer Belgic, which plies between Liverpool and New York, and the White Star line steamer Ceramic, running in the London-Australian trade.

There are two or three other cargo carriers of the same size as the Orca. They are sister vessels of the Orca, owned by the same company and, like her, were built for passenger liners about the time the war commenced, but were at once converted into troopships and placed in the government service. They are now one by one being completed as passenger craft.

After discharging her present cargo in Europe the Orca will go to the ways to be completed, and will then be operated in the passenger service between New York, Southampton and Germany.

**Otavi Bound for Portland, Me.**

The French steamship Otavi, reported to the Merchants' Exchange recently as having sailed from Newport News December 13 for Portland, Or., is bound for Portland, Me., instead of to this port, according to the latest issue of the New York Maritime Register. Further support of the belief that the Frenchman is going to the other Portland is found in the fact that although 12 days have elapsed since she departed from Newport News, she has not yet been reported at the canal, whereas steamers usually make this trip in seven or eight days.

**Movements of Vessels.**

PORTLAND, Dec. 25.—Arrived at 9 A. M., steamer Oleum, from Port San Luis; at 6 P. M., steamer El Segundo, from San Francisco; at midnight last night, steamer West Keats, from the orient.

ASTORIA, Dec. 25.—Arrived at 8:10 and left up at 9:30 A. M., steamer El Segundo, from San Francisco. Sailed at 9:20 A. M., steamer Flavel, for San Pedro. Sailed at 10:15 A. M., motor schooner Boobyalla, for Valparaiso via Puget sound. Sailed at 10:35 A. M., steamer Valdez, for Seattle. Sailed at 11:10 A. M., steamer Eastern Sailor, for Immingham and Havre via San Pedro. Arrived at 11:10 A. M., steamer Yellowstone, from San Francisco for Westport. Sailed at 11:30 A. M., steamer Shasta, for San Pedro. Left up at 1:30 P. M., steamer Yellowstone. Arrived at 1:05 and left up at 3 P. M., steamer W. F. Herrin, from Gaviota. Sailed at 2:45 P. M., steamer Pacific, for Callao.

SAN FRANCISCO, Dec. 25.—Arrived—Steamer John Worthington, from Vancouver, Wash.

SAN PEDRO, Dec. 25.—Arrived—Steamer Tiverton, from the Columbia river.

SAN PEDRO, Cal., Dec. 25.—(Special.)—Arrived at 9 A. M., Port Angeles, from Puget sound; at 11 A. M., President, from San Francisco.

TACOMA, Wash., Dec. 25.—Sailed—Ixion, for Yokohama via Seattle; motorship San Francisco, for Bordeaux via San Francisco.

**Tides at Astoria Sunday.**

| High. | Low. |
|---|---|
| 1:37 A. M...8.2 feet | 7:21 A. M...3.0 feet |
| 1:05 P. M...10.5 feet | 8:12 P. M...-1.4 feet |

**Port Calendar.**

**To Arrive at Portland.**

| Vessel. | From. | Due. |
|---|---|---|
| Str. Effingham | Seattle | Dec. 29 |
| Str. Meriden | W. C. S. A. | Dec. 31 |
| Str. Eurydamas | Liverpool | Dec. 31 |
| Str. Sudbury | N. Y. & S. F. | Jan. 2 |
| Str. Steel Voyager | Vcouver, B. C. | Jan. 5 |
| Str. Orient City | U. K. | Jan. 7 |
| Str. Yalza | Phila. | Jan. 10 |
| Str. Steel Inventor | New York | Jan. 11 |
| Str. Mexican | N. Y. & S. F. | Jan. 12 |
| Str. Anyo Maru | San Fran. | Jan. 13 |
| Str. West Isleta | Phila. | Jan. 20 |
| Str. Tokyo Maru | Orient | Jan. 22 |
| Str. Ohloan | N. Y. & S. F. | Jan. 24 |

**To Depart From Portland.**

| Vessel. | For. | Date. |
|---|---|---|
| Str. West Camargo | Australia | Dec. 26 |
| Str. Curacao | S. F. & way | Dec. 26 |
| Str. Rose City | San Fran. | Dec. 26 |
| Str. Klamath | S. F. & L. A. | Dec. 26 |
| Str. J. A. Moffett | San Fran. | Dec. 26 |
| Str. West Nomentum | North China | Dec. 30 |

**Vessels in Port.**

| Vessel. | Berth. |
|---|---|
| Str. Brush | St. Helens. |
| Sch. C. S. Holmes | St. Johns mill. |
| Str. Coaxet | Shell Oil dock. |
| Dr. Col. P. S. Michie | Pac. Mr. Iron wks. |
| M. S. Culburra | Clark-Wilson mill. |
| Str. Curacao | Terminal No. 2. |
| Str. Eibergen | North Bank dock. |
| Str. El Segundo | Standard Oil dock. |
| Bkt. Hawaii | Inman-Poulsen mill. |
| Str. J. A. Moffett | Standard Oil dock. |
| Sch. John W. Wells | Peninsula mill. |
| Str. Klamath | St. Helens. |
| Str. Oleum | Union Oil dock. |
| Str. Pawlet | Terminal No. 2. |
| Str. Quillwark | Columbia dock. |
| Str. West Camargo | Inman-Poulsen mill. |
| Str. West Keats | Terminal No. 1. |
| Str. West Nomentum | Terminal No. 1. |
| Str. Yellowstone | Westport. |

# McCORMICK IN GERMANY

### Senator From Illinois Reaches Berlin to Study Conditions.

BERLIN, Dec. 25.—Senator Medill McCormick of Illinois arrived from Warsaw last night, three days overdue, and found he had been one of the most advertised men in Germany, crowding Santa Claus for space in the newspapers, which for days have commented upon the probable nature of his mission.

It is generally taken for granted by the German press and public that he is the confidential representative of President-elect Harding.

It is expected he will meet a number of political leaders and government officials, including President Ebert.

# HOMESPUN MAY BE WORN

### Boston Woman Weaving Suit for President-Elect Harding.

BOSTON, Mass., Dec. 25.—The homespun suit made for Vice-President-Elect Coolidge during the election campaign is to be matched by a suit of homespun for President-Elect Harding. The fabric is being woven on a loom 165 years old by Mrs. Laura A. Jackson of this city on whose farms in Bethel, Vt., the wool was clipped from native sheep.

Mrs. Jackson, notwithstanding advanced years, put the wool through every process necessary for its conversion into cloth. When finished the fabric will be of heather color in a subdued shade.

# INSANE PATIENTS ESCAPE

### Fire in Kansas State Hospital Nearly Proves Catastrophe.

TOPEKA, Kas., Dec. 25.—Officers searched the district around the state hospital, at the northwest corner of the city, today, for five inmates of the asylum who escaped last night when fire broke out in one of the ward buildings.

Forty patients of the building were removed to safety. A number included six bed-ridden patients who were carried out through flames and some by Dr. M. L. Perry, superintendent, and several attendants.

The damage was estimated at $10,000.

# DAILY CITY STATISTICS

**Vancouver Marriage Licenses.**

LOCKWOOD-ONSDORFF—R. E. Lockwood, 24, of Battle Ground, Wash., and Elena Onsdorff, 18, of Battle Ground.

WIST-STOLTENBERG—J. H. Wist, 25, of Scappoose, Or., and Irene Stoltenberg, 22, of Scappoose, Or.

LIGHTFOOT-CARL—Gorden Lightfoot, 22, of Washougal, Wash., and Una Louise Carl, 19, of Portland.

CUMMINS-UNDERWOOD—E. A. Cummins, 18, of Newberg, Or., and Juanita Underwood, 15, of La Grande, Or.

MILEY-COLE—Leon W. Miley, 36, of Portland, and Edith Cole, 20, of Portland.

GEORGE-VASILEVA—Steve George, 29, of Portland, and Maria Vasileva, 22, of Portland.

FYAN-STROUD—W. V. Fyan, legal, of Tacoma, and Mrs. Marie M. Stroud, legal, of Tacoma, Wash.

PARKER-FOLEY—George A. Parker, 29, of Deschutes, Or., and Miss Helen Foley, 27, of Vancouver, Wash.

CHASE-HOOVER—William M. Chase, legal, of Portland, and Gertrude T. Hoover, legal, of Portland.

REID-HELMING—Arthur H. Reid, 24, of Vancouver Barracks, Wash., and Irene Helming, 18, of Portland.

CRUTCHLEY-STUTERASS—Francis S. Crutchley, 30, of Seattle, and Mary H. Stuterass, legal, of Cherry Grove, Wash.

MOORE-NASH—John L. Moore, legal, of Trout Lake, Wash., and Jean Nash, legal, of Husum, Wash.

GLEASON-SMITH—Irving W. Gleason, 21, of Portland, and Valley Morris Smith, 18, of Seattle.

McCLEARY-COFFMAN—Harold G. McCleary, 23, of Gresham, Or., and Flossie Coffman, 18, of Portland.

MENIECE-VANCE—William G. Meniece, 27, of Underwood, Wash., and Fay M. Vance, 22, of Vancouver.

Phone your want ads to The Oregonian. Main 7070, Automatic 560-95.

# MASTER OF CRESSE HERE

## WARRIOR TELLS HOW TEUTONS SANK SCHOONER.

### French Craft Shelled by Germans Until Sunk and Crew Left at Sea in Lifeboats.

Captain J. Edwardsen, master of the barkentine Hawaii, loading lumber at the Inman-Poulsen mill, is one of the many shipmasters who lost their craft to German submarines during the war. His vessel was the schooner Carl F. Cresse, owned by the France-Canada company of New York, which lost four vessels to the Germans in a single month.

The last voyage of the Cresse was from New York to La Pallice, France. After discharging there, she was obliged to wait two months for a report that the coast was clear, and then was towed out 320 miles by a French patrol boat and turned loose.

"At daybreak the next morning," said Captain Edwardsen, narrating the incident, "when we were 80 miles northwest of Cap Finisterre, with a strong gale blowing, a submarine bobbed up about two miles away and began shelling us.

"After nine shells had been fired by the submarine, several of them making direct hits, I gave up the chase, and gave orders to abandon ship. After we were in the lifeboats, it took 29 more shells, fired at intervals for 24 hours, to sink the schooner, while we lay in our boats and looked on, and some of the shots fell closer to the lifeboats than to the ship. Then the submarine chugged away and left us there to get along as best we could. We were picked up four days later by the French steamer Quaville, bound for New York, and were taken back to La Pallice."

Neither the shell fire nor the exposure, according to the captain, resulted in the loss of a single life.

# DENTIST FINDS TRAGEDY

## WIFE AND SON BOTH DEAD AT HOME IN COUNTRY.

### Professional Man Discovers Bodies Fully Dressed Upon Their Beds Instead of Yule Cheer.

SANTA ANA, Cal., Dec. 25.—Dr. M. N. Putnam, dentist of Los Angeles, came to his country home near here last night to spend Christmas with his wife and 15-year-old son, and found them both lying dead, fully dressed, on their beds.

Dr. Putnam maintains an office in Los Angeles and has been in the habit of spending his week-ends with his wife and son at their ranch, two miles north of Garden Grove station, near here. When he reached the station last night, they failed to meet him, as was their invariable custom. He hastened to the house and, forcing entrance, found the bodies.

A gas heater in the house was burning and a can of fish, with the contents partly missing, was on a table. There were no marks of violence on either body. Dr. Putnam immediately called help and had both bodies removed to an undertaker's parlors at Anaheim, where an autopsy will be held tomorrow to determine the cause of death.

Little was known of the family here. Dr. Putnam returned to Los Angeles, utterly unnerved by the discovery, and could not be located there today. Mrs. Putnam was apparently a woman of about 38 or 40 years old.

# HAWAII IS PROSPEROUS

### Governor's Report Shows Island Got Share of Wartime Trade.

HONOLULU, T. H., Dec. 25.—(Special.)—Governor McCarthy's report to the department of interior at Washington, D. C., contains a high note of prosperity which has been the lot of the territory for the fiscal year ending June 30, 1920.

Imports amounted to $63,000,000 and exports were $106,000,000. Gross tonnage of vessels arriving at territorial ports amounted to 5,400,000, an increase of almost 2,000,000 over that of the previous year. Customs receipts were $1,172,000, an increase of approximately $300,000. Federal internal revenue receipts were $11,927,000, showing an increase of over $6,000,000. Assessed valuation of property in the territory is $287,000,000. Savings bank deposits jumped to $15,800,000 as against $10,000,000 before.

# CARDINAL GIBBONS GAINS

### Encouraging Reports Are Received Concerning Health of Prelate.

BALTIMORE, Md., Dec. 25.—Encouraging news concerning the health of Cardinal Gibbons was received today from the home of Robert T. Shriver, at Union Mills, Md., where the venerable churchman has been a guest for several weeks.

A midnight mass was said in his room by his secretary, members of the family of his host also attending.

The cardinal was reported as having rested well after the service and as feeling "very bright" this morning. It also was stated that the prelate has been showing improvement for the last few days.

TRAVELERS' GUIDE.

**Holland-America Line**

NORTH PACIFIC COAST LINE
(Joint Service of Holland-America Line and Royal Mail Steam Packet Co.)

—Between—

Vancouver, B. C., Puget Sound, Portland, San Francisco and Los Angeles Harbor

—And—

Rotterdam, Antwerp, London, Liverpool, Hamburg, Havre.

FREIGHT ONLY.

Sailings will take place as follows:
S. S. Eemdyk (12,000 tons d. w.) loading late January and monthly thereafter.
S. S. Kinderdyck (12,000 tons d. w.) loading late February, early March.
And Regularly Thereafter.

Steamers are specially fitted with large cool rooms and refrigerators for the transportation of fresh fruit, fish, etc.

For freight rates and particulars apply to
OREGON-PACIFIC COMPANY,
203 Wilcox Bldg. Phone Main 4565

**TOYO KISEN KAISHA**

FREIGHT AND PASSENGER SERVICE
Portland to Japan and China.
For Yokohama, Kobe, Moji and Hongkong.
SS. ANYO MARU, 12,000 tons, loading January 13, 1921.
South American Service Between Portland and Panama, Peru and Chile.
Freight Only.
SS. TOKUYO MARU (8800 tons D. W.) Loading January 22, 1921.
For rates, fares, space and information Address
OREGON-PACIFIC COMPANY
General Agents
Wilcox Bldg. Main 4565

**AUSTRALIA**

Honolulu, Suva, New Zealand.
The Palatial Passenger Steamers
R. M. S. "Niagara" R. M. S. "MAKURA"
20,000 Tons 13,500 Tons
Sail from Vancouver, B. C.
For rates and sailings apply Can. Pac. Railway, 55 Third St., Portland, or Canadian-Australasian Royal Mail Line, 440 Seymour St., Vancouver, B. C.

**Astoria and Way Points**
**STR. GEORGIANA**

Round trip daily (except Friday) leaves Portland 7:10 A. M., Alder-street dock. Leaves Astoria 2 P. M., Flavel dock. Fare $2.00 each way. Special a la carte dining service. Direct connection for South Beaches. Night boat daily, 8 P. M., daily except Sunday. The Harkin Transportation Company. Main 1422. 641-22.

**Northwestern Municipals**

*Exempt From Federal Income Tax*

City Bonds
$10,000 Prineville, Oregon, 6% Funding Bonds.
$ 3,000 Wapato, Washington, 6% Water Bonds.
$14,000 Buhl, Idaho, 6% Fire Department Bonds.

Road Bonds
$10,000 Nez Perce, Idaho, 6% Clear Water Highway District.
$19,000 Power County, Idaho, 6% Crystal Highway District.
$12,000 Twin Falls County, Idaho, 6% Buhl Highway District.

Special Assessment Bonds
$12,000 City of Soda Springs, Idaho, local imp. 7% bonds, yielding 7½%.
$ 7,000 Vancouver, Wash., local imp. dist. 161, 6% bonds.
$ 4,000 Ridgefield, Wash., 7% gold bonds.

**Canadian Municipals**

*Exempt From All Dominion Government Tax*

The Unsold Portion 6% Gold Bonds
MUNICIPALITY OF ASSINIBOIA
Province of Manitoba
Price 88.13; Yield 9%
Dated December 1, 1920. Due December 1, 1925. Denomination $500.

5% Gold Bonds
PROVINCE OF ALBERTA
Price 90.75; Yield 7½%
Dated May 1, 1915. Due May 1, 1925. Denomination $1000.

Principal and semi-annual interest of the above issues payable in U. S. gold coin in New York City or at the offices of Morris Brothers, Inc., with the exception of Vancouver and Ridgefield issues, which are payable at these places, respectively, or at Morris Brothers, Inc.

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