CEREAL EXPORTS BEAT PUGET SOUND

Columbia River Shipments 70 Per Cent Greater.

TOTALS ARE TABULATED

Unprecedented Movement of Wheat and Flour to Orient Offsets Smaller Quantities to Europe.

Wheat and flour shipments, both to foreign and domestic ports, from the Columbia river have been 70 per cent greater than from Puget sound for the six months of the cereal year which have elapsed, and Columbia river cereal shipments were 222 per cent greater than those of Puget sound for the month of December, according to a tabulation just completed by the Merchants' Exchange.

During December, a total of 2,766,389 bushels of wheat and 240,740 barrels of flour was shipped from the Columbia river, as against 858,509 bushels of wheat and 209,270 barrels of flour from the Puget sound ports. The total for the season to date, meaning from July 1 to December 31, with flour reduced to terms of bushels, has amounted to 3,849,710 bushels from the Columbia river and 2,250,224 bushels from Puget sound.

Exports to Orient Unprecedented.

An unprecedented movement of wheat and flour to the orient, offsetting the lessening of the cereal movement to Europe, appears in the Merchants' Exchange report. From the Columbia river, the orient took 1,583,861 bushels of wheat in December and 4,703,754 bushels in the six-month period, whereas not a bushel of wheat was shipped from the Columbia river territory to the orient last year. From Puget sound the orient took 850,433 bushels of wheat in December and 3,707,818 bushels in the six-month period, against a movement of no wheat at all to the orient during the same periods a year ago.

Northwest Shipments Given.

Total wheat and flour shipments from the northwest to all destinations are reported for the six months of the cereal year to January 1 by the Merchants' Exchange as follows:

Columbia river wheat (bushels)— To	1921.	1920.
Europe	16,574,493	10,446,874
California	145,236	3,856
Hawaii	1,890	2,126
S. America	779,157	446,286
S. Africa	....	198,742
Orient	4,703,754	....
India	1,406,964	....
Total	23,611,494	11,097,884

Columbia river flour (barrels)— To	1921.	1920.
California	281,129	84,831
Europe	393,681	720,448
Hawaii	8,362	5,985
Orient	524,166	57,745
S. America	28,024	34,798
S. Africa	....	11,428
Atlantic ports	36,503	32,064
Cuba	311	....
Total	1,272,176	946,799

Puget sound wheat (bushels)— To	1921.	1920.
Europe	745,505	3,411,562
California	69,329	21,733
Hawaii	15,127	6,421
S. America	457,014	163,624
Orient	3,707,818	....
Br. Columbia	32,368	50,519
Total	5,027,161	3,653,859

Puget sound flour (barrels)— To	1921.	1920.
California	390,077	345,547
Europe	337,298	733,127
Orient	863,271	114,266
Hawaii	88,503	28,444
S. America	51,282	107,269
Br. Columbia	15,272	14,057
Alaska	12,498	11,297
Atlantic ports	5,000	5,132
Total	1,703,203	1,359,119

HONOLULAN COMING HERE

ANOTHER NAME AND ANOTHER HOUSE FLAG CARRIED.

Steamer Familiar Figure at Portland During Intercoastal Service With Hawaii.

The steamer Honolulan, a familiar figure at Portland during her intercoastal service in the old American-Hawaiian line, is soon to come here under another name and another house flag. After several years of duty under the flag of Norway, she has been purchased by the Luckenbach Steamship company, according to advices received by J. G. Euson, Portland agent for the Luckenbach line, and is now at New Orleans, where she will load for Portland and other Pacific ports, operating regularly thereafter in the Luckenbach service between American ports of the Pacific and those of the Gulf of Mexico.

The Honolulan was built in 1910 at Sparrows Point, Md., and operated for several years in the intercoastal and Hawaiian island service of the American-Hawaiian steamship company. She was one of the first vessels to carry passengers through the Panama canal. During the early stages of the world war, while Russia was still fighting on the side of the Allies, the Honolulan made a number of trips from Seattle to Vladivostok with arms and munitions for the Russian forces.

Following the termination of the war, the Honolulan was purchased by Norwegian interests and her name was changed to Thorvald Halvorsen. More recently her name was changed again to Argentina. Before she starts her new service between the Pacific and the Gulf the name will be changed once more, this time to Jacob Luckenbach, to make her appellation harmonize with those of the other steamers of this fleet, all of which bear the surname Luckenbach.

Although the vessel is equipped to carry passengers, it has not yet been learned in the local offices of the line whether or not she will utilize these accommodations.

The steamer is of about 10,000 tons deadweight and 4228 net tons and is of the shelter-deck type, 416 feet in length, 53.7 feet in beam and 28.1 feet in depth of hold.

Movements of Vessels.

PORTLAND, Jan. 7.—Sailed at 2 P. M., steamer Oleum, for San Francisco. Sailed at 4:15 P. M., steamer Admiral Evans, for San Diego via way ports.

ASTORIA, Jan. 7.—Sailed at midnight, Norwegian steamer Baja California, for Mexico and Central America. Arrived at 7 A. M. and left up at 7 P. M., Japanese steamer Kinkasan Maru, for St. Helens, from orient. Arrived at 3 A. M., steamer Santiam, from San Pedro. Arrived at 8:40 and left up at 10:30 P. M., steamer Daisy Putnam, from San Pedro.

VICTORIA, B. C., Jan. 7.—(Special.)—Arrived, Niagara, from Sydney via Auckland; Suva, from Honolulu; Bay State, from Seattle. Sailed, Niagara, for Vancouver; Bay State, for Manila. Passed, Hoyeisan Maru, from New York, via Balboa for Comox, B. C.; U. S. S. New York, from Bremerton, for California waters.

VANCOUVER, B. C., Jan. 7.—(Special.)—Arrived, Katori Maru, from orient via Seattle; Chimera, from Seattle; Princess Alice, from Seattle; Eastholme, from Seattle; Niagara, from Auckland. Sailed, Chimera, for Ketchikan; Olive M. for Bellingham.

SYDNEY, N. S. W., Jan. 6.—Arrived, Yeikoku Maru, from Seattle, Wash.

SHANGHAI, Jan. 6.—Arrived, Vinita, from Portland, Or.

SAN FRANCISCO, Jan. 7.—Sailed, Admiral Goodrich, for Seattle.

SEATTLE, Wash., Jan. 7.—Arrived, Florence Luckenbach, from New Orleans; Iwatisan Maru, from Lisbon; Moerdijk, from Rotterdam; Balboa, from San Francisco; American, from New York; Spain Maru, from Kobe. Sailed, Manulani, for Honolulu; Bay State, for Manila; Admiral Schley, for San Diego.

TACOMA, Wash., Jan. 7.—Arrived, West Catanace, from New York; Thames Maru, from Yokohama via ports; Fulton, from Powell River, B. C.; Steel Seafarer, from New York; Stanwood, from San Francisco. Sailed, Victoria, for Cordova; Moerdijk, for Antwerp; Phyllis, for San Pedro; Cricket, for San Pedro via Everett.

SAN FRANCISCO, Jan. 6.—Sailed at 10 P. M., steamer Daisy Matthews, for Portland. Arrived at 10 P. M., steamer Mexican, from New York, for Puget sound and Portland.

NEW YORK, Jan. 6.—Arrived—Steamer Lewis Luckenbach, from Portland via way ports.

GENOA, Jan. 1.—Arrived—Norwegian steamer Herakles, from Portland.

RAYMOND, Wash., Jan. 7.—(Special.)—Departed: Avalon and Grays Harbor, for San Pedro, 2 P. M.

ANTWERP, Jan. 3.—Sailed—Dutch steamer Noorderdyk, for Portland via way ports.

SAN PEDRO, Cal., Jan. 7.—(Special.)—Arrived—Steamers Senator, from San Diego, 6:30 A. M.; President, from San Francisco, 4 P. M.; Cape Romain, from Baltimore, 2 P. M.; Harvard, from San Francisco, 11 P. M.; H. T. Harper, from Richmond, 4 A. M.; Wilmington, from Port Angeles, 10:30 A. M.; Charles Christensen, from Aberdeen, 1 A. M.

—Sailed—Steamers Chihuahua, for San Francisco, 7:30 A. M.; Senator, for Portland, 10 A. M.; Chaumont, for San Francisco, 7:30 A. M.; Canadian Farmer, for Ocean Falls, 2 P. M.; Harvard, for San Francisco, 3 P. M.; Carlos, for Redondo, 10 A. M.; F. H. Hillman, for Richmond, 7:30 A. M.; Fort Bragg, for Grays Harbor, 6 P. M.; Martha Buehner, for Coos Bay, 6 P. M.; Fred Baxter, for Puget sound, 6 P. M.; Willie A. Higgins, for Aberdeen, 5 P. M.; Red Hook, for New Orleans, 6 P. M.; Johan Paulsen, for Astoria, 6 P. M.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

ADMIRAL SCHLEY, Seattle for San Francisco, 120 miles south of Seattle.

HEATHER (United States lightship tender), anchored at Neah bay.

SIERRA, Bellingham for San Pedro, 95 miles south of Columbia river.

CURACAO, Marshfield for Eureka, 130 miles north of Eureka.

WILHELMINA, Honolulu for San Francisco, 1431 miles from San Francisco January 6, 8 P. M.

MONTEBELLO, Honolulu for Port San Luis, 1550 miles from Port San Luis January 6, 8 P. M.

PARANA, San Jose for San Pedro, 860 miles south of San Francisco January 6, 8 P. M.

WILLFARO, San Pedro for New York, 826 miles south of San Pedro January 6, 8 P. M.

MINNESOTAN, San Pedro for Liverpool, 842 miles south of San Pedro January 6, 8 P. M.

SATSUMA, New York for Honolulu, latitude 16:23 north, longitude 124:19 west, at noon January 6.

HAWKEYE STATE, Honolulu for Hilo, 29 miles from Hilo at midnight January 6.

WEST MAHWAH, Papeete for Honolulu, 1752 miles from Honolulu January 6, 8 P. M.

EL PENOR, Panama for Honolulu, 1250 miles south of San Francisco January 6, 8 P. M.

CADDO, Talara for Vancouver, B. C., 3437 miles south of Vancouver, B. C. January 6, 8 P. M.

ANDREA F. LUCKENBACH, San Francisco for Philadelphia, 1385 miles northwest of Balboa January 6, 8 P. M.

CREOLE STATE, San Francisco for Calcutta, 4672 miles from San Francisco January 6, 8 P. M.

MOBILE CITY, San Pedro for New York, 1812 miles south of San Pedro.

STOCKTON, San Francisco for Seattle, nine miles north of San Francisco.

MONTEBELLO, Honolulu for Port San Luis, 1315 miles from Port San Luis.

ADMIRAL GOODRICH, San Francisco for Seattle, 80 miles north of San Francisco.

MANOA, San Francisco for Honolulu, 1051 miles west of San Francisco.

CAPT. A. F. LUCAS, Richmond for Cordova, 1082 miles from Richmond.

CHARLIE WATSON, Point Wells for Richmond, 750 miles from Richmond.

BRUSH, San Francisco for San Pedro, 18 miles south of San Francisco lightship.

MEXICO, Mazatlan for San Francisco, 21 miles northwest of Cape San Lucas.

ATLANTA CITY, New York for San Pedro, 718 miles south of San Pedro.

HORACE X. BAXTER, San Pedro for San Francisco, 120 miles from San Francisco.

NORTHLAND, San Francisco for Bellingham, 335 miles north of San Francisco.

F. H. HILLMAN, San Pedro for Richmond, 228 miles from Richmond.

LIEBRE, San Pedro for Everett, 390 miles north of San Francisco.

SANTA ALICIA, San Pedro for San Francisco, 45 miles from San Pedro.

SENATOR, Wellington for San Francisco, 263 miles south of San Francisco.

FOREST KING, Seattle for San Pedro, 305 miles north of San Pedro.

HUMBOLDT, San Pedro for San Francisco, 128 miles south of San Francisco.

CELILO, Columbia river for San Francisco, 90 miles north of San Francisco.

ADMIRAL DEWEY, San Francisco for Los Angeles, 110 miles from Los Angeles.

WOLVERINE STATE, orient for San Francisco, 508 miles west of San Francisco.

COLUSA, San Pedro for San Francisco, 100 miles south of San Francisco.

SEAMEN WAGE TO BE CUT

SHIPPING BOARD EMPLOYES ARE NOT AFFECTED.

Reduction Is Announced by Pacific American Ship Owners' Association.

SAN FRANCISCO, Cal., Jan. 7.—(By the Associated Press.)—Reduction of wages ranging from 15 to 25 per cent and affecting every class of marine employes on privately owned ships of the Pacific coast will be made in the immediate future, officials of the Pacific American Shipowners' association announced today.

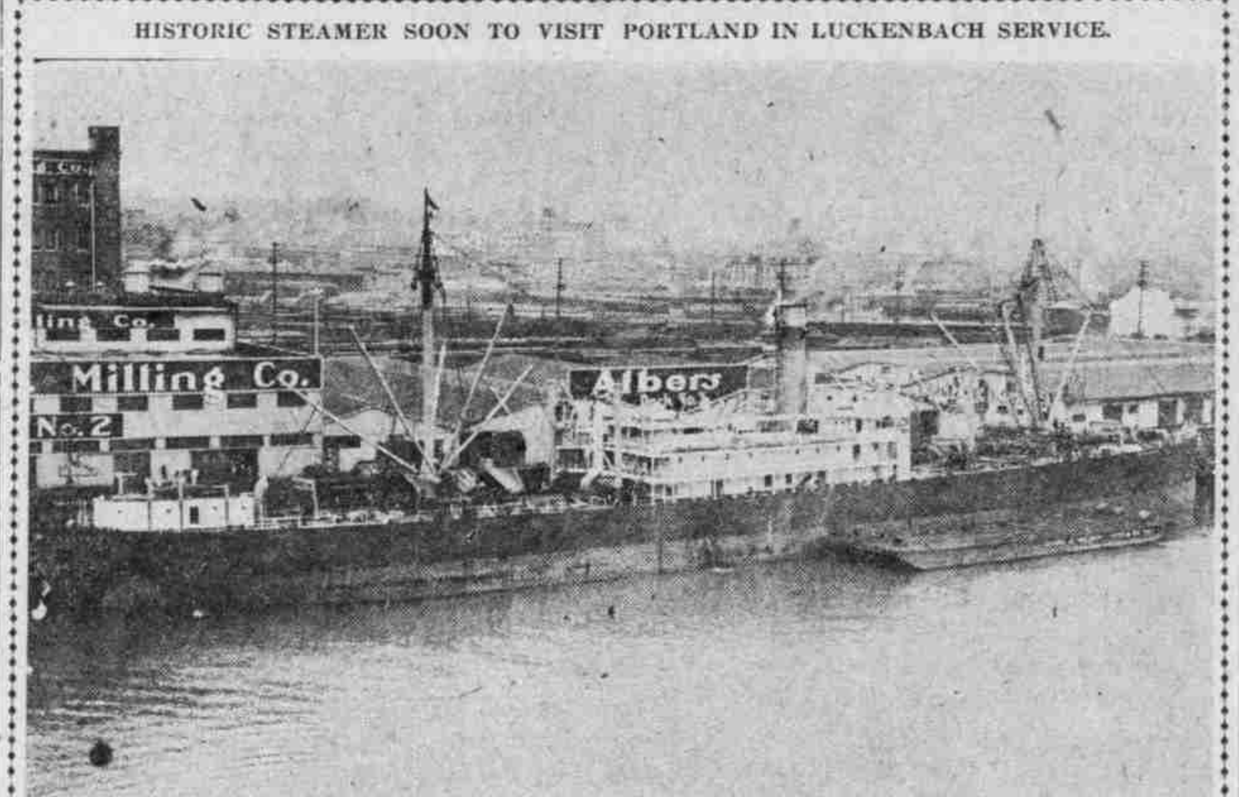
Employes of vessels of the United States shipping board and of the fleet of steam schooners in the coastwise lumber trade will not come under the cut. Detailed features of the wage cut put into effect on the Atlantic seaboard by the American Steamship Owners' association are en route here, due Monday, when the local committee of the Pacific organization will meet again to announce how the Atlantic reductions may be applied on the west coast.

A resolution was adopted by the San Francisco labor council last night decrying what are charged to be efforts on the part of the California Manufacturers' association and other organizations to reduce the minimum wage for women in industry in California by bringing pressure to bear upon the California industrial welfare commission.

No advices of a pending cut in seamen's wages have been received here, as is natural, since no privately owned steamships are operating from Portland as a home port. Shipping board officials and the Columbia-Pacific Shipping company, which is the only company operating government steamers and having its home office here, have not been advised of a contemplated reduction in the wages of crews of shipping board vessels.

Private companies making up the Pacific American Steamship Owners' association have lately been paying a scale far under that of the shipping board. Certified able seamen coming here on privately owned vessels from the Atlantic coast have been working for $35 a month, while men of the same class and in the same positions on shipping board vessels receive $75 a month.

HISTORIC STEAMER SOON TO VISIT PORTLAND IN LUCKENBACH SERVICE.



STEAMER HONOLULAN LOADING HERE DURING HER SERVICE IN AMERICAN-HAWAIIAN LINE.

SHIPPING COMPANY LAUNCHED

Portland Attorneys to Organize Asiatic-American Line.

Articles of incorporation of the Asiatic-American Steamship company, with a capital stock of $100,000, were filed at the state capitol yesterday, according to news from Salem. The company will have offices in Portland. The incorporators are Erskine Wood, M. M. Matthiessen and P. P. Dabney, Portland attorneys.

No steps in regard to the formation of the company beyond filing of the papers and other minor details have yet been taken, it was said by Mr. Wood last night. Officers have not yet been named. Mr. Wood declined to make any statement regarding the proposed company other than that, after it gets under way, it will engage in a general Asiatic trade, chartering ships for import and export business.

ROBBER SUSPECT HELD

Alger Lutes Arrested on Farm for Bank Detectives.

CENTRALIA, Wash., Jan. 7.—(Special.)—Charged with participating in a $12,000 robbery of a bank in Macomb county, Mich., recently, Alger Lutes, 38, was arrested yesterday at the farm of his father-in-law, William F. Blue, near Tenino, and held in the Thurston county jail. The arrest was made on a telegraphic warrant. Lutes, who was said to have been trailed from Detroit by private detectives, protested his innocence.

Two other men who were said to have taken part in the bank robbery were arrested in Detroit.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Jan. 7.—(Special.)—In the Seattle-oriental service of the Mitsui Bussan Kaisha, the steamship Iwatesan Maru arrived at Smith's cove, pier A, this afternoon to load lumber and steel for Japanese ports.

About 20,000 cases of eastern Washington apples are being loaded into the holds of the Royal Mail Steam Packet company's freighter Moerdijk, which arrived at the Spokane-street terminal this morning.

Laden with general cargo from the east coast, the steamship Florence Luckenbach, of the Luckenbach line, arrived at this port today.

To complete her cargo for far eastern ports, the steamship Spain Maru, in the Seattle-oriental service of the Yamashita Kisen Kaisha, arrived here from Tacoma this morning and went to berth at the port commission's Hanford-street terminal.

The United States coast guard cutter Snohomish sailed this morning at 9 o'clock for the Puget sound naval station.

Taking about 8000 tons of general freight loaded at Seattle, Tacoma and Bellingham, the Matson Navigation company's liner Manulani sailed today for Honolulu. Inward she brought several thousand cases of pineapples.

The steamship Admiral Schley, of the Pacific Steamship company, sailed this morning at 11 o'clock for California ports.

Coming from the Atlantic seaboard, the American-Hawaiian line steamship American arrived at Seattle this morning with several hundred tons of general freight. As soon as she completes discharging she will go on berth to take cargo for east coast ports.

Norton, Lilly & Co. announced today that the Isthmian line steamship Chattanooga City and the Ellerman's Wilson line freighter Karenga are undergoing repairs here. The Tuscaloosa City, another Isthmian line carrier, is undergoing her annual inspection at the Duthie plant. The Chattanooga City has been substituted for the Tuscaloosa City and she will load for the east coast instead of the United Kingdom.

With a big cargo loaded at Seattle and other sound ports, the Isthmian line steamship Steel Seafarer left today for the Columbia river, where she will complete loading lumber for the Atlantic coast.

Inaugurating the Robert Dollar Steamship company's new service from Seattle, Vancouver, B. C., and San Francisco to far eastern ports, the Dollar line steamship Harold Dollar will arrive at Smith's cove from the Atlantic seaboard either Monday or Tuesday. At this port she will discharge several hundred tons of east coast cargo and from here she will go to Vancouver to complete loading for the orient.

The coming of the Robert Dollar line to Seattle at this time is regarded by Seattle's maritime circles as an indication of the huge proportions to which the commerce of Seattle with the orient will increase in the next few months. Already millions of feet of Puget sound lumber are being booked for Japan and the movement promises to continue for many months, because of the extensive building programme which Japanese towns and ports are carrying out this year.

The Harold Dollar, which for years has been used by the Dollar line in its round-the-world service, will be followed by the Bessie Dollar January 24 and the Melville Dollar February 19. These three carriers will maintain a monthly freight service between American Pacific coast ports and Japan and China. A fourth vessel will probably be added to the fleet next spring.

After loading cargo at north Pacific ports the American-Hawaiian line steamship Alaska sailed today for the United Kingdom via Portland.

Taking a fair list of passengers and 9000 tons of general cargo, the $8,500,000 liner Bay State, assigned to the Pacific Steamship company for the trans-Pacific freight and passenger traffic, started on her first voyage to the orient this morning at 11 o'clock. She is commanded by Captain Martin F. Tarpey, veteran Seattle navigator. Next Saturday the Bay State will be followed by the Keystone State, which will have 150 first cabin passengers, including a party of Shriners who are making their fourth pilgrimage to the orient, almost a capacity list of Chinese steerage travelers and a full cargo.

VICTORIA, B. C., Jan. 7.—(Special.)—The Niagara, from the Antipodes and Honolulu, reached port here this morning with 61 first, 59 second and 18 third-class passengers. Mrs. L. M. Pearce, wife of Senator Pearce, Australian delegate at the Washington conference, was a passenger, going to join her husband.

Cargo as well as passengers was light this trip, consisting of 2000 tons of butter and chilled meats from Australia and New Zealand and fruit from Honolulu. For the United States the ship had 240 bags of mail from the Antipodes, which was landed here. Nine were picked up by Hubbard, Victoria-Seattle air mail pilot, for quick delivery.

The Hoyeisan Maru, from New York, finally arrived this afternoon and proceeded to Comox—for bunkers after picking up a pilot.

The new shipping board liner Bay State, in the service of the Admiral line, cleared from here for the orient tonight. Sixty-eight orientals from points in Canada joined her at this port.

The United States steamship New York dropped anchor off here late this afternoon to drop members of a board of court-martial who will return to Bremerton. The ship is bound for California waters.

SAN FRANCISCO, Jan. 7.—(Special.)—The French freighter St. Joseph is due tomorrow from Europe with 500 tons of freight. Little freight is moving from Europe to the Pacific coast via water, but on the return trip good cargoes are being carried. The St. Joseph is the third of the fleet of the French line to be sent here in their recently established Euro-pean-Pacific service.

With 1500 tons of copra, the British steamer Waihemo arrived today from Sydney and Apia to Hind, Rolph & Co.

The state dredger working at the foot of Sixteenth street picked up the engine of a launch from the bottom of the bay today. Where the balance of the boat is remains a mystery.

PORT TOWNSEND, Wash., Jan. 7.—(Special.)—The Japanese freighter, the Iwatean Maru, in the service of the Mitsui company, arrived from the orient in ballast, proceeding to Tacoma, where she will load lumber for return cargo. She is the fourth freighter to arrive this month from he orient in ballast.

The steamer Lehigh, in the coast-to-coast service of the Pacific Steamship company, after discharging and loading some cargo at Seattle, shifted early this morning to Vancouver, B. C., where cargo awaits her. From the British Columbia port she will go to Portland and San Francisco to complete for Atlantic ports.

Coming from New Orleans, the steamer Florence Luckenbach arrived this morning via San Francisco, bringing general cargo for Puget sound ports. She went to Diamond Point quarantine station for fumigation with the cyanide process, which will not injure her freight.

En route to Manila via oriental ports the big passenger steamer Bay State, in the trans-Pacific service of the Admiral line, sailed this afternoon with a fair-sized list of passengers and a big cargo of general freight, including lumber, flour and copper.

The Holland America company will increase its fleet of motorships operating from Europe to Pacific coast ports by the addition of five big carriers now nearing completion at Glasgow. The Loch Katrine will be the first to be in commission and is scheduled to sail from Europe for the Pacific coast February 4. She is equipped with refrigerating space.

With little or no freight from Puget sound, the steamer Steel Seafarer sailed this evening for Portland, where she will load a big cargo for the Atlantic. All of her cargo space will be filled at Portland except a reservation for 2000 tons which will be filled at San Francisco.

An 18-inch vein of coal was struck yesterday by Contractor Olson, who is driving a tunnel to drain a small lake which is to be converted into a reservoir for the storage of water to supply this city and Fort Worden. The reservoir will have a capacity of 200,000,000 gallons. The scene of the strike is 12 miles from this city and one mile from Port Discovery bay. The striking of the coal vein has created considerable excitement and plans are being formulated to investigate the extent of the deposit. It has been the belief of geologists that coal exists in this section. Thousands of dollars have been spent during the last 20 years prospecting without results. The striking of the 18-inch vein proves the theory of geologists and will result in renewed activity to find the main deposit.

TACOMA, Wash., Jan. 7.—(Special.)—The crew of the sailing vessel William T. Lewis cheered Captain Carlsen when they were paid off at Port Townsend recently. When the preliminaries were through every man Jack gave the "old man" a good word. Captain Carlsen had this crew, all green men, at the start, with him for 18 months, and during this time everything went in the best of shape, as the actions of the departing sailors testified. The William T. Lewis is now at Dupont.

The Thames Maru and West Catanace were arrivals in the night to load lumber. The Kongosan Maru is listed to arrive tonight for lumber.

The Toyooka Maru of the Nippon Yusen Kaisha line finished loading Tacoma cargo today, but will not shift to Seattle until Monday morning. The vessel was expected to leave this afternoon.

The Phyllis left today for San Pedro. The Cricket, loading lumber for California, will leave in the night, and the Stanwood, which arrived here last night, will leave early next week. The Cricket will finish at Everett. The San Diego is due tonight to commence loading for San Pedro.

The Dutch steamer Moerdijk, which took on several thousand tons of wheat at the Balfour dock, besides other freight, left last night. It was whispered that she had on board 5000 cases of Scotch whisky to be discharged at Vancouver, to which port she is going from here.

The port terminals have more than 2,000,000 feet of lumber on the dock now for California delivery, according to Traffic Manager Gribble. The American, of the intercoastal fleet, is expected at the Baker dock with freight from Boston, New York and other Atlantic ports and to load for the return trip.

VANCOUVER, B. C., Jan. 7.—(Special.)—Early next week the steamer Thames Maru of the Walker-Ross fleet will be due here to load for the orient and will be handled at this port by the Empire Shipping company. The steamer Ahaya Maru of the same line will be in later in the month also to load for the orient.

The next Osaka Shosen Kaisha steamer from the orient will be the Hawaii Maru posted to arrive January 13. Heavy consignments of herring and lumber have been booked for this steamer.

It will be early in February before the next Johnson motorship arrives from European ports. The boats have been coming into the Pacific, but were chartered or got such big cargoes in southern ports that they did not come as far north as Vancouver for some time.

There will be no Luckenbach boat in port until February, according to information from the San Francisco office of the company.

The steamer St. Joseph of the French line will be due in port January 18 from French and Dutch ports. She has on board a shipment of soaps and wine and outbound will take canned salmon and lead.

Reports from Australia brought by officers of Canadian government steamers indicate the possibilities of a sailors' strike in that country on a demand for higher wages.

Three steamers loading grain here are expected to get away next week for their destinations. The Alaskan of th United American line will leave early in the week, the Steel Worker of the Isthmian line Monday and the Chancellor of the Harrison direct line about Thursday, all for United Kingdom ports.

It will be nearly next week-end before the steamer Knoxville City of the Isthmian steamship line gets away from this port for New York. She will take lumber, pulp and shingles for Boston and New York and copper for Atlantic refineries.

Three North Atlantic & Western Steamship company's boats are expected in port this month. The Lehigh will dock early next week to load a large consignment of shingles for Charleston, S. C., the Naponset, due January 15, from New York and the West Isleta, due January 12.

The steamer Canadian Rover of the Canadian government merchant marine is in port from San Francisco and after undergoing a survey in the Esquimault drydock she will return to her coastwise run.

A heavy cargo of oriental and Indian cargo is being discharged here from the Canadian government steamer Canadian Skirmisher, recently returned from across the Pacific by way of San Francisco.

GRAYS HARBOR, Jan. 7.—(Special.)—The steamship arrivals today were the Carmel, from San Francisco, to load at the Hoquiam Lumber & Shingle company's mill; the Yellowstone, from San Francisco, to load at the Donovan mill, Aberdeen; the Helene, from San Francisco, with merchandise for the Foster dock, Hoquiam, and the Benham dock, Aberdeen; Claremont, from San Francisco, to load at the Northwestern mill, Hoquiam.

The steamers Catherine G. Sudden, Hoquiam and Tahoe, which dropped down to the lower harbor last night, crossed out this morning at 8 o'clock.

ASTORIA, Or., Jan. 7.—(Special.)—The steam schooner Daisy Putnam arrived at 8:40 this morning from San Francisco and will load lumber at Westport and St. Helens.

The Norwegian steamer Baja California, with freight from Puget sound and Portland, sailed at 11 o'clock last night for Mexican and Central American ports, via San Francisco.

The Japanese steamer Kinkasan arrived at 3 o'clock this morning from the orient and after being fumigated here will load lumber at St. Helens and Portland for the orient.

The steam schooner Santiam arrived at 3:30 this morning from San Pedro and went to the Hammond mill, where she will load 1,100,000 feet of lumber for a return cargo.

The schooner Henrietta was due tonight from San Francisco. She was towed up the coast by the steamer Mukilteo and will load lumber at one of the up-river mills.

The steam schooner Daisy was due from San Francisco to load a full cargo of lumber at Knappton.

The tank steamer Atlas, with fuel oil for Astoria and Portland, was due from California tonight.

The tank steamer Frank H. Buck is en route from California with fuel oil for Portland.

The Norwegian steamer Hanna Nielsen, which is discharging part of her bunker coal at the port terminals, will leave up the river tomorrow or Monday to take on freight for the orient. She will reload her bunker coal on returning.

COOS BAY, Or., Jan. 7.—(Special.)—The steamer Curacao arrived from Portland this morning at 7:45 and departed for the south this afternoon at 5. A number of passengers went aboard from here.

The steamer Johanna Smith and the steamer C. A. Smith were not expected to sail tonight, although loaded and ready for sea.

The steam schooners Hornet and G. C. Lindauer were due today, but had not put in an appearance tonight.

SAN PEDRO, Cal., Jan. 7.—(Special.)—Lumber shipments in November and December increased approximately 50 per cent over the same period of 1920. Last December was the banner month in the history of the port for lumber imports. Approximately 137,000,000 feet of lumber arrived in that month.

The Los Angeles Shipbuilding & Drydock company has requested a new lease for its plant or a modification of the old lease so that it may engage in any industrial activity. Under the present lease the company is restricted to using the site for purposes directly connected with navigation.

Official statistics recently published showed that while the foreign trade of the country has fallen off, that Los Angeles for last year increased 107 per cent.

By Federal Telegraph.

VIGILANT, Bellingham for Callao, latitude 16:10 north, longitude 119 west, January 6.

BOHEMIAN CLUB, San Pedro for Manila, 3110 miles west of San Pedro January 6.

ECUADOR, Baltimore for San Francisco, 2521 miles south of San Francisco January 6.

FRANK G. DRUM, Avon for Gaviota, 122 miles south of Avon.

LA PURISIMA, Oleum for San Diego, 98 miles north of San Diego.

PARANA, San Jose for San Pedro, 680 miles south of San Francisco.

CHARLES H. CRAMP, San Pedro for Jacksonville, 650 miles south of San Pedro.

LOS ANGELES, San Pedro for Yokohama, 1312 miles from San Pedro.

HARVARD, San Pedro for San Francisco, off Santa Barbara.

W. S. PORTER, Gaviota for Linnton, 143 miles north of Gaviota.

ANNETTE ROLPH, San Francisco for Tacoma, 65 miles south of Tatoosh.

YALE, San Francisco for San Pedro, 70 miles south of San Francisco.

EASTERN CLOUD, Colon for Honolulu, latitude 16:48 north, longitude 112:21 west.

JEPTHA, San Francisco for Valparaiso, 2077 miles south of San Francisco.

WEST FARALLON, San Pedro for Honolulu, 1296 miles west of San Pedro.

W. F. HERRIN, Monterey for Honolulu, 1331 miles west of Monterey.

Tides at Astoria Sunday.

High.		Low.	
8:14 A. M.	8.4 ft.	1:26 A. M.	3.4 ft.
9:24 A. M.	6.1 ft.	3:26 P. M.	1.8 ft.

The prestige of Oregonian Want-Ads has been attained not merely by The Oregonian's large circulation, but by the fact that all its readers are interested in Oregonian Want-Ads.

ISLAND LINE FOR ASTORIA

MATSON STEAMERS TO CALL AT COLUMBIA RIVER.

30 to 35-Day Service Promised by San Francisco Officials of Shipping Company.

ASTORIA, Or., Jan. 7.—(Special.)—Steamship passenger and freight service between the Columbia river and the Hawaiian islands will be resumed February 5. That was the announcement received by the port of Astoria today from the Matson Navigation company, which said the service will be inaugurated by the steamer Lurline, leaving San Francisco February 2 via Astoria and Seattle. This vessel will be followed by others of the company's fleet, maintaining a regular service with sailings at from 30 to 35-day intervals. The Matson company said the plan is to continue this service as long as business is offered that will justify it.

"This means," said R. D. Pinneo, traffic manager of the port of Astoria, "that the Columbia river can have a regular transportation service to and from the Hawaiian islands provided the shippers of the district patronize the line. Heretofore the manufacturers and jobbers of this district have been greatly handicapped in competing for the vast island trade.

"Now they will be on an equal footing with the shippers at other points on the coast and whether they retain that position will depend entirely upon their own efforts to provide tonnage. There are at present fairly good offerings of freight, but there must be more and it behooves everyone interested in having this service made permanent to get busy. We are arranging with the local stevedoring company to load and discharge the steamers and every facility will be provided to give the vessels quick dispatch."

Since the recent withdrawal of the steamer Cordova for Alaska service from Puget sound, after she had been operated for six months in the Columbia river-Hawaiian service, shippers of this district have been without steamship communication with the Hawaiian islands, and strong efforts have been put forth by A. C. Callan and the port of Astoria to have the Columbia river included in the triangular service of the Matson line.

Shippers of this district have been obliged to freight their products over the mountains to Seattle in order to send them to the Hawaiian islands. With the inclusion of Astoria in the Matson service, a considerable saving in freight can be effected. The first-class freight rate to Seattle will soon be increased to 70 cents a hundredweight, if the plans of the railroads are carried into effect, whereas a rate of 15 cents by river steamboat prevails from Portland to Astoria.

The routing of the passenger steamers of the Matson line to Honolulu exceeds the expectations of the local interests which have been trying to have the Columbia river included in the Matson service, and who hoped to induce the freighters of the line to call at Astoria.

DAILY METEOROLOGICAL REPORT

PORTLAND, Jan. 7.—Maximum temperature, 44 degrees; minimum, 30 degrees. River reading, 8 A. M., 2.9 feet; change in last 24 hours, 0.4 foot rise. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1921, 20.38 inches; normal rainfall since September 1, 21.01 inches; deficiency of rainfall since September 1, 1921, 0.63 inch. Sunrise, 7:53 A. M.; sunset, 4:43 P. M.; total sunshine, none; possible sunshine, 8 hours 50 minutes. Barometer (reduced sea level), 5 P. M., 30.29 inches. Relative humidity: 5 A. M., 100 per cent; noon, 85 per cent; 5 P. M., 87 per cent.

THE WEATHER.

STATIONS	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	Weather
Baker	16	30	0.00	..	NE	Cloudy
Boise	24	32	0.00	..	NW	Pt. cloudy
Boston	28	32	0.00	..	NW	Clear
Calgary	6	22	0.00	..	SW	Cloudy
Chicago	20	38	0.00	..	SE	Cloudy
Denver	12	46	0.00	..	SE	Clear
Des Moines	20	40	0.00	12	S	Clear
Eureka	34	50	0.00	10	N	Clear
Galveston	46	52	0.00	12	N	Cloudy
Helena	24	30	0.00	..	SW	Cloudy
Juneau†	..	‡32	..	..	..	..
Kansas City	28	50	0.00	..	S	Clear
Los Angeles	46	58	0.00	..	SW	Clear
Marshfield	30	50	0.00	..	NW	Cloudy
Medford	23	40	0.00	..	SE	Pt. cloudy
Minneapolis	0	32	0.00	18	S	Clear
New Orleans	48	58	0.00	..	N	Cloudy
New York	26	36	0.00	..	N	Clear
North Head	38	42	0.08	36	S	Rain
Phoenix	38	60	0.00	..	E	Cloudy
Pocatello	2	24	0.00	..	SE	Cloudy
Portland	30	44	0.00	..	SE	Cloudy
Roseburg	32	46	0.00	..	S	Cloudy
Sacramento	38	46	0.00	..	S	Clear
St. Louis	28	48	0.00	14	SE	Clear
Salt Lake	16	28	0.00	..	NW	Clear
San Diego	48	58	0.02	..	NW	Pt. cloudy
S. Francisco	42	52	0.00	..	W	Clear
Seattle	36	38	0.08	14	SE	Cloudy
Sitka†	..	‡40	..	..	..	..
Spokane	22	32	0.06	..	SW	Snow
Tacoma	..	40	0.08	..	S	Cloudy
Tatoosh Isl.	36	42	0.44	..	E	Rain
Valdez†	..	‡22	..	..	..	..
Walla Walla	30	32	0.01	..	SE	Snow
Washington	28	34	0.00	..	N	Clear
Winnipeg	6	14	0.01	..	SE	Snow
Yakima	8	26	0.04	..	SE	Cloudy

†A. M. today. ‡P. M. report preceding day.

FORECASTS.

Portland and vicinity—Rain; increasing southeasterly winds.

Oregon and Washington—Rain west; snow east portion; fresh southeasterly winds.

Locomotive Goes Off Track.

HOOD RIVER, Or., Jan. 7.—(Special.)—A locomotive of the Mount Hood Railway company's line was derailed at a crossing at Parkdale today. The locomotive completely blocked traffic on the main street of the upper valley terminus. It was necessary to send here for another engine to pull it back on the rails.

HEAD STUFFED BY CATARRH? USE A HEALING CREAM

If your nostrils are clogged, your throat distressed or your head is stuffed by nasty catarrh or a cold, apply a little pure, antiseptic, germ-destroying cream into your nostrils. It penetrates through every air passage, soothing inflamed, swollen membranes, and you get instant relief.

How good it feels. Your nostrils are open. Your head is clear. No more hawking, snuffling, dryness or struggling for breath. Get a small bottle of Ely's Cream Balm from any druggist. Colds and catarrh yield like magic. Don't stay stuffed up. Relief is sure.—Adv.

RED PEPPER HEAT ENDS RHEUMATISM

Red Pepper Rub takes the "ouch" from sore, stiff, aching joints. It cannot hurt you, and it certainly stops that old rheumatism torture at once.

When you are suffering so you can hardly get around, just try Red Pepper Rub and you will have the quickest relief known. Nothing has such concentrated, penetrating heat as red peppers. Just as soon as you apply Red Pepper Rub you will feel the tingling heat. In three minutes it warms the sore spot through and through. Pain and soreness are gone.

Ask any good druggist for a jar of Rowles Red Pepper Rub. Be sure to get the genuine, with the name Rowles on each package.—Adv.

ARTIFICIAL EYES IMPROVED

Eliminate breakage, roughness, discoloration and irritation. Natural motion, defy detection. Fitted in your home anywhere $3. Three days Free Trial. Largest assortment in U. S. Send names of all you know who wear an artificial eye for free booklet sent sealed plain envelope.

DENVER OPTIC CO.
918 Barclay Block, Denver, Colo.

The Public Wants
GOOD DENTISTRY
at a Fair Price
OPEN EVENINGS
10-Year Written Guarantee Given

DR. E. G. AUSPLUND.
My Practice Is Limited to High-Class Dentistry Only.

THIS IS NOT A DENTAL BARGAIN COUNTER, but a high-class DENTAL office where pride in our work, the comfort and interests of our patients are always our first consideration.

And our charges are so reasonable that you cannot afford to take a chance on the other kind.

Bridge Teeth $5

To replace missing teeth or teeth that are badly decayed we recommend bridge work—the best and most economical way to restore your natural appearance. Bridged teeth made in this office represent the highest point of perfection in dentistry.

Gold Crowns $5

When a tooth can no longer hold a filling, it should be crowned, and when there is crowning to be done it should be performed by competent dentists.

Good Platework at $10 and $15 Per Set and Up

We specialize in making platework that pleases. Plates that fit; that look natural; that are just as good and in most cases better than your original teeth!

BEFORE AFTER

Remember Our Motto:
"Every Patient Must Be Absolutely Satisfied"

Electro Painless Dentists

In the Two-Story Building
Corner Sixth and Washington Streets, Portland, Or.

MAGNESIA FINE FOR ACID STOMACH

Quickly Neutralizes Acidity. Stops Fermentation. Sweetens the Stomach.

Nine people in ten, when food upsets the stomach causing distress, think they have indigestion. In reality they are suffering from "acid stomach." An excess of acid in the stomach causes gas, heartburn, bloating and sourness.

To have a strong, healthy stomach, capable of easily and normally digesting three hearty meals a day, you simply must keep these stomach acids neutralized and the stomach contents sweet. No artificial digestents are necessary. Just get a few ounces of Bisurated Magnesia from any good drug store and take a teaspoonful of the powder or two tablets in a half glass of water right after eating or whenever the slightest pain is felt. The result is amazing and you will be delighted with the almost instant relief it brings. This famous stomach sweetener combines Magnesia and Bismuth in desirable proportions and is not only splendidly effective but perfectly harmless. Its regular use keeps the stomach sweet, strong and healthy all the time.

Bisurated Magnesia is well known to druggists everywhere and is used annually by more than a half million people who now eat as they please, in reason with no more fear of indigestion.—Adv.

Uric Acid Solvent
85 cent Bottle FREE
(32 Doses)

Just because you start the day worried and tired, stiff legs and arms and muscles, an aching head, burning and bearing down pains in the back—worn out before the day begins—do not think you have to stay in that condition.

Get well! Be free from stiff joints, sore muscles, rheumatic pains, aching back, kidney or bladder troubles. Start NOW.

If you suffer from bladder weakness with burning, scalding pains, or if you are in and out of bed half a dozen times at night, you will appreciate the rest, comfort and strength this treatment gives.

We will give you for your own use one 85-cent bottle (32 doses) FREE to convince you The Williams Treatment conquers kidney and bladder troubles, rheumatism and all other ailments, no matter how chronic or stubborn, when caused by excessive uric acid.

Send this notice with your letter to The Dr. D. A. Williams Co., Dept. V-4131, P. O. Block, East Hampton, Conn. Please send ten cents to help pay part cost of postage, packing, etc. We will mail to you by Parcel Post, delivery paid, a regular 85-cent bottle of The Williams Treatment (32 DOSES), without obligation or expense. Only one bottle to the same address or family. Established 1892.—Adv.

Have You Diabetes?

Here Is Wonderful News!

"I have been practising medicine for the past 16 years. I have prescribed Codein, Salicylates, Fowler's Solution, Strychnine and Bromides for Diabetes, in doses depending upon the individual case. Since prescribing "Eksip Tablets" the results have been remarkable. My patients have been able to resume their usual diet and improve in health so rapidly I am convinced "Eksip" is essential in the successful treatment of Diabetes." Respectfully, Dr. A. Francis Briggs.

If you are a diabetic sufferer and wish to learn more about "Eksip", write for the free book, "Eat And Get Well". A copy will be sent postpaid, to any sufferer writing M. Richarts, 220 W. 42nd St., R-116 New York City.

If Ruptured Try This Free

Apply It to Any Rupture, Old or Recent, Large or Small and You Are on the Road That Has Convinced Thousands.

Sent Free to Prove This

Anyone ruptured, man, woman or child should write at once to W. S. Rice, 222A Main St., Adams, N. Y., for a free trial of his wonderful stimulating application. Just put it on the rupture and the muscles begin to tighten; they begin to bind together so that the opening closes naturally and the need of a support or truss is then done away with. Don't neglect to send for this free trial. Even if your rupture doesn't bother you what is the use of wearing supports all your life? Why suffer this nuisance? Why run the risk of gangrene and such dangers from a small and innocent little rupture, the kind that has thrown thousands on the operating table? A host of men and women are daily running such risk just because their ruptures do not hurt nor prevent them from getting around. Write at once for this free trial, as it is certainly a wonderful thing and has aided in the cure of ruptures that were as big as a man's two fists. Try and write at once, using the coupon below.

Free For Rupture
W. S. Rice, Inc.,
222A Main St., Adams, N. Y.
You may send me entirely free a Sample Treatment of your stimulating application for Rupture.
Name ....
Address ....
State ....
—Adv.

SALTS IF KIDNEYS OR BLADDER BOTHER

Harmless to flush Kidneys and neutralize irritating acids.

Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in avoiding it.

Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again.

Jad Salts is inexpensive, harmless and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever.

Here you have a pleasant, effervescent lithia-water drink, which quickly relieves bladder trouble.