FIRE DAMAGES IONE AND PAPER CARGO

Blaze of Undetermined Origin Causes $22,000 Loss.

CREW ESCAPES INJURY

Part of Upperworks of Vessel Destroyed and 153 Tons of Paper Also Suffer.

Fire of undetermined origin aboard the sternwheel steamer Ione at the Washington-street dock at 6 o'clock yesterday morning partly destroyed the upperworks of the vessel and damaged her cargo of 153 tons of newsprint and commercial paper, entailing damages aggregating between $22,000 and $25,000. The hull did not suffer.

The crew of the Ione was either seated at breakfast or on its way to the messroom on the upper deck when the fire was discovered about amidships on the main deck. The firebeats David Campbell and George H. Williams responded to an alarm. Whistle signals were given from the Ione immediately on the fire starting. Engineer Patterson of the harbor patrol, from his station at the foot of Stark street, heard a cry of "fire" and saw clouds of black smoke pouring from the after part of the Ione. He attempted to call the East Washington street fireboat station but was unable to make connections.

Men Escape Injury.

While the Ione had been lying at the dock all night the men were aroused and though some clothing and personal effects were lost in the fire spread, none of the men were injured. The paper cargo, which was from the plant of the Crown-Willamette Paper company, was partly consigned to Portland newspapers, being large newsprint rolls, while more of it was wrapping paper and bags.

Captain F. H. Hagstrom is master of the Ione, which belongs to the Western Transportation company, a subsidiary of the Crown-Willamette Paper company. Captain F. A. Copeland, port captain for the fleet, who was on hand during the fire and made an inspection of the vessel afterward, said he believed the fire did not arise from any condition aboard such as from the galley range or from the boiler.

In an effort to reach the blaze forward on the lower deck, part of the lower house on the starboard side was torn away, while as the flames found their way into a wooden frame through which the tiller lines and other gear lead from the pilot house below, that was ripped open to reach them. Scorching above that in the pilot house illustrated how rapidly the fire had spread before checked. Holes in the upper deck, both inside and outside the cabin, marked the places where hose streams had been poured below to quench the fire among the paper.

Paper Damage $15,000.

It was estimated that the damage to the paper cargo amounted to about $15,000. That was reloaded aboard the steamer Annie Comings on instructions from Captain Copeland and was returned to the mill to be ground into pulp again. It was thought by Captain Copeland that machinery of the vessel had not suffered and that much other equipment could be salvaged, but much, if not all of the house probably will have to be replaced.

Because of the amount of water directed on the fire considerable found its way into the hold and the fireboat David Campbell stood by until nearly noon yesterday in pumping out the water.

When the David Campbell responded to the alarm she headed directly across the harbor from the East Washington street station and on nearing the Ione the heavy smoke was evidently confusing, for she crashed into the harbor patrol station, damaging the platform of that somewhat and sending the house against a workship alongside, raising that from its log base and playing havoc generally. Marks of the impact were left also on the landing stage of the dock commission at Stark street.

SHIP OFFICIAL VISITS CITY

Oakley Wood Inspects Terminals and Waterfront Here.

On his mission of studying the Pacific coast trade situation with respect to the steamship possibilities, on his report of which may hinge the entrance of the Barber Steamship company's carriers into the sphere, Oakley Wood of New York, vice-president of the corporation and reputed to be in intimate touch with the shipping pulse of the country, arrived in Portland yesterday from Puget sound and British Columbia.

That the Barber line had the intercoastal trade under serious consideration is known, and it is also pointed out by Mr. Wood that the Pacific side offers vast possibilities for development in other lanes. The intercoastal route is not overcrowded, he thinks. He inspected Portland terminals and the water front yesterday and will leave today for San Francisco.

FLEET TO BE KEPT BUSY

Many American-Hawaiian Liners Booked to Call Here.

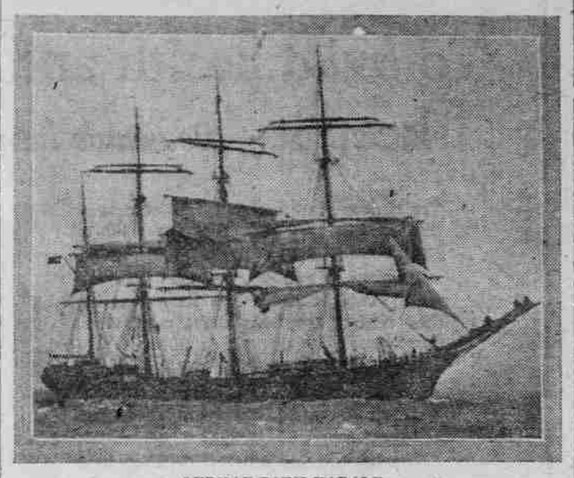
In the lineup of activities of the American-Hawaiian fleet for December and January a new schedule, reaching Portland yesterday, promises to keep the Columbia Pacific Shipping company, the line's agency, on tip toes. In the regular North Atlantic and gulf service the steamer Oregonian is to arrive Thursday, the Northern Star December 18, Kentuckian December 22, Floridian December 28 and George Allen December 30, with the European schedule providing for the Texas to be here December 12 and the Arizonian December 24.

The Missourian and Mexican are to be January steamers from Europe with the intercoastal schedule providing for the arrival here that month of the Ipswich, Iowan, Georgian, Monticello, Nebraskan and Orleans.

Big Carrier Due Soon.

Two carloads of soap, some of pipe, shipments of oils, canned goods, autos and musical instruments are aboard the big Luckenbach carrier Robert Luckenbach, which is looked for at Portland December 14. The vessel is from North Atlantic coast cities and about the time she reports the Lena Luckenbach, from the gulf district, should be in the harbor.

SQUARE-RIGGER, CARRYING FIRST CARGO OF WHEAT TO MOVE IN THAT CLASS OF CARRIER SINCE WAR, SNAPPED LEAVING COLUMBIA RIVER.



GERMAN BARK HARALD.

As the tug Oneonta let go of the German bark Harald off the Columbia river several days ago, just as the sailer was getting her canvas up to square away on the first leg of her voyage to Queenstown, Falmouth or Plymouth for orders as to the delivery of her wheat cargo, Ivar Fristrom, mate of the tug snapped her with a kodak. As with others of the marine fraternity, Mr. Fristrom feels the type has become almost a curiosity in these days of steam, and it is seldom opportunity offers to get a picture of them, even partly under canvas. The Harald was under charter to the Northern Grain & Warehouse company, and was the first of the sailers to load a cereal cargo here since the war.

BURGARD RETAINS CHAIR

COMMISSIONER IS RENAMED BY COLLEAGUES.

Member of Port Body Is Elected Presiding Officer for Tenure of His New Term.

Following the reappointment of John H. Burgard of the commission of public docks, to serve until December 7, 1927, which was made by Mayor Baker last week, members of the commission have re-elected Mr. Burgard permanent chairman during his tenure of office. He became a member of the commission in 1912, and his second term expired Thursday.

In advising Mr. Burgard officially of his reappointment, Mayor Baker wrote:

In view of the fact that the members of the commission of public docks receive no salary, but notwithstanding, devote a large amount of their time to the work of the commission, it is gratifying to find men of large affairs willing to make sacrifices on behalf of the public. I am certain that I voice the appreciation of the public of your unselfish devotion to the duties of your office as commissioner and the splendid work you and your associates have done in the past years. Harbor and dock facilities have made wonderful developments under the direction of the commission, due to the good business judgment of your colleagues and yourself. As mayor of the city I desire to express to you my personal appreciation of your fidelity to the purposes of the commission and trust that you will accept this reappointment.

Mr. Burgard, in accepting the responsibilities for another term, took occasion to thank Mayor Baker for his interest in the work of the waterfront organization, and for his appreciation of what had been accomplished. Part of his letter was as follows:

Not only will it be a pleasure to continue as a member of the dock commission, but that I appreciate, even to a higher degree, the very kind assurance of your personal good will and appreciation of any service which I may have been able to render in this important development of the city, which has been my home and place of business activities for more than 50 years.

I go further to assure you that I shall continue my work with the dock commission with all the energy that I am capable of for the still greater up-building of the port and its activities, for it is a work upon which I have centered my best thoughts and efforts during my ten years of service as a member of the commission. I sincerely thank you for the reappointment.

As chairman of the dock commission I also wish to thank you for the very kind words which you have spoken regarding the work of the commission as a whole, and I am sure that this acknowledgment and appreciation from you will be very gratifying to my colleagues, who also have the best interests of the port at heart and who have freely given their time to this work, for it certainly is a matter of great satisfaction to all of us, as it now must be to the people of Portland, that the efforts and money expended in the development of the port have borne such excellent results and have placed Portland in the front ranks of the ports of the world.

Marine Notes.

The Japanese steamer Kifuku Maru, chartered to Kerr, Gifford & Co., to load wheat for the United Kingdom, shifted yesterday from the Peninsula mill to the Globe mill. She is lined ready to load cereal.

The Munson line steamer Walter D. Munson went yesterday from Westport to St. Helens to take additional lumber for New York delivery.

The steamer Remus of the Latin-American line's west coast fleet, shifted from the Inman-Poulsen mill to terminal No. 4 yesterday and last night proceeded to sea.

The motorship Theodore Roosevelt, taking cargo for Europe, moved from the Globe mill to terminal No. 4 yesterday and will sail early this week.

The Japanese steamer Yoshida Maru No. 1, of the Yamashita company's far-eastern line, moved yesterday from the West Oregon Lumber company's plant to that of the Peninsula Lumber company.

The steamer R. J. Hanna, with oil from California fields, arrived last night at the dock of the Portland Gas and Coke company. The Dilworth moved from the Associated Oil company's dock to that of the Union Oil company.

The Moerdyk, of the Royal Mail Steam Packet company's service to Europe, shifts today from Terminal No. 4 to the North Bank dock to take on the last of her cargo.

The steamer Flavel, from St. Helens, and the schooner Oregon Pine, from Columbia City, are expected to get under way for sea today, the former bound for San Pedro and the latter for Australia.

There will be a regular meeting of the Port of Portland commission Thursday. Frank M. Warren, president, who has been in San Francisco in connection with the purchase of the steamer Houston, to be used by the Alaska-Portland Packers association in the Alaska salmon business, is expected to return early this week.

The steamer Admiral Goodrich, of the Pacific Steamship company's coast line, is due to get away from terminal No. 2 tonight for Marshfield, Eureka and San Francisco.

The motorship Babinda arrived at San Francisco from San Pedro yesterday and is booked for here Tuesday.

The steamer Tiger, of the Crowell & Thurlow intercoastal fleet, was reported at San Francisco yesterday on her way from New York, and will be here Thursday, having aboard a considerable quantity of cargo.

Movements of Vessels.

PORTLAND, Dec. 9.—Arrived at 5 P. M., steamer Admiral Goodrich, from San Francisco via Eureka and Coos bay. Arrived at 8:30 P. M., steamer R. J. Hanna, from San Pedro. Sailed at 3 P. M., steamer Celilo, from St. Helens, for San Francisco. Sailed at 5 P. M., Norwegian steamer Remus, for Valparaiso and way ports.

ASTORIA, Dec. 9.—Sailed at 7 last night, steamer F. S. Loop, for San Francisco. Sailed at 12:05 A. M., Japanese steamer Ypres Maru, for orient. Sailed at 8:15 A. M., steamer Rosalie Mahony, for Redondo. Arrived at 9:05 and left up at 10 A. M., steamer R. J. Hanna, from San Pedro. Sailed at 1 A. M., steamer Minnesotan, for New York and Boston. Sailed at 1:15 P. M., steamer Halco, for San Pedro. Sailed at 6 P. M., steamer Birmingham City, for London via Puget sound. Sailed at 7:30 P. M., British steamer Canadian Rover, for San Pedro.

SAN FRANCISCO, Dec. 9.—Arrived at 2 A. M., steamer Bessemer City, from Baltimore, for Portland and Puget sound. Arrived at 2 A. M., steamer Howick Hall, from Portland and Puget sound, for Manchester. Arrived at 3 A. M., steamer Admiral Evans, from Portland, for San Diego. Arrived at 6 A. M., motorship Babinda, from San Pedro, for Portland. Arrived at 6 A. M., motorship Boobyalla, from Portland, for San Pedro. Arrived at 6 A. M., steamer Robert Luckenbach, from New York, for Portland and Puget sound. Arrived at 8 A. M., British steamer Tuscan Star, from Puget Sound and Portland, for London. Arrived at 8 A. M., steamer Tiger, from New York, for Puget sound and Portland.

BALBOA, Dec. 8.—Arrived, steamer Santa Paula, from Portland, for Baltimore.

LONDON, Dec. 8.—Arrived, British steamer Gothic Star, from Portland and way ports.

CRISTOBAL, Dec. 7.—Arrived, steamer Ipswich, from Mobile, for Portland and Puget sound. Sailed, steamer Munalres, from Portland, for New York.

BALBOA, Dec. 7.—Sailed, steamer K. L. Luckenbach, from Boston, for Portland and Puget sound.

SAN PEDRO, Dec. 9.—Arrived, steamer Virginian, from Puget sound and Portland, for London and Hamburg. Arrived, steamed Agwilake, from New York.

SEATTLE, Wash., Dec. 9.—Arrived: Ruth Alexander, from Tacoma, 10 A. M.; Carolinian, from San Francisco, 10:15 A. M.; Julia Luckenbach, from Tacoma, 7:20 A. M.; Admiral Watson, from Alaska, 10 A. M.; Griffdu, from Tacoma, 11 P. M.

Departed: Ruth Alexander, for San Francisco, midnight; President Grant, for Yokohama, 11 A. M.; Memnon, for Tacoma, 9 P. M.

PETERSBURG, Alaska, Dec. 9.—Departed: Jefferson, southbound, 7:30 A. M.

SAN DIEGO, Dec. 9.—Arrived: Ernest H. Myer, from Portland, 6 A. M.; Supply steamer Arctic, from Mare Island, 8:45 P. M.; steamer Harvard, from San Francisco and San Pedro, 8 P. M.

Departed: Dorothy Alexander, for San Francisco, 9 P. M.

TACOMA, Wash., Dec. 9.—Arrived: Princess Mauquinna, from Victoria, B. C., 9:25 A. M.; Comanche, from Powell River, B. C., 2 P. M.; Memnon, from Seattle; Indiana, from Havre, during night.

Departed: Ruth Alexander, for San Francisco, 8 A. M.; Quinault, for San Pedro, noon; Commercial Pathfinder, for New York, 5 P. M.; Texan, for Hamburg, via Vancouver, B. C., 10 P. M.; Griffdu, for San Francisco, during night.

SAN PEDRO, Dec. 9.—Arrived: Agwilake, from New York, 4 P. M., December 8; Santa Rita, from Redondo, 8:10 P. M.; Asyo Maru (Japanese), from Hongkong, 6 A. M.; President Harrison, from Honolulu, 7 A. M.; Maricopa (Norwegian), from Eureka, 7 A. M.; Humboldt, from San Francisco, 7:10 A. M.; Mahukona, from Grays Harbor, 8:30 A. M.; Vaquero, from San Diego, 8:45 A. M.; Harvard, from San Francisco, 10:30 A. M.; La Placentia, from San Francisco, 12:30 P. M.; Canadian Observer (British), from Ocean Falls, B. C., 3 P. M.; Yorba Linda, from Seattle, 6 P. M.

Sailed: Los Angeles, for Martinez, 4:45 A. M.; La Purisima, for Port San Luis, 4:40 A. M.; Lena Luckenbach, for San Francisco, 7:30 A. M.; Akeria (British), for Balboa, 8:30 A. M.; Santa Inez, for Redondo, 11:30 A. M.; Panuco, for New York, noon; S. C. T. Dodd, for Seattle, noon; Harvard, for San Diego, 3 P. M.; Arizonan, for San Francisco, 5 P. M.; Annam (Danish), for San Francisco, 6 P. M.; Asyo Maru (Japanese), for Valparaiso, 6 P. M.; Humboldt, for San Francisco, 8 P. M.; Guerrero (Mexican), for San Francisco, 10 A. M.

HAMPTON ROADS, Dec. 9.—Arrived, Roman Prince, from Portland, Or.

SYDNEY, N. S. W., Dec. 9.—Arrived, Tahiti, from San Francisco.

HONGKONG, Dec. 9.—Arrived, Tenyo Maru, from San Francisco.

CRISTOBAL, Dec. 8.—Arrived, Bacon, from San Francisco; Argonne, from San Francisco; Andrea F. Luckenbach, from Seattle; William A. McKenney, from Seattle; Hoven, from San Pedro.

PHILADELPHIA, Dec. 9.—Sailed, Pawnee, for Eureka; Walter A. Luckenbach, for Los Angeles.

NEW YORK, Dec. 9.—Sailed, Iowan, for San Pedro.

PORT EADS, Dec. 9.—Sailed, William Compton, for Seattle.

CRISTOBAL, Dec. 9.—Sailed, Ipswich, for Portland, Or.; San Juan, for San Francisco; Montpelier, for Los Angeles; Sabine Sun, for Los Angeles; Munsanno, for San Francisco.

BUENOS AIRES, Dec. 8.—Sailed, San Fraterno, for San Diego.

BALTIMORE, Dec. 9.—Sailed, Commercial Guida, for Los Angeles.

RAYMOND, Wash., Dec. 9.—(Special.)—Arrived; Charles Christensen and Raymond, from San Pedro, 8 A. M.; sailed Claremont, for San Pedro, noon.

SAN FRANCISCO, Dec. 9.—Arrived, Hoyo Maru (Jap), from New York; Bessemer City, from Baltimore; Orteric (British), from Shimonoseki; Admiral Evans, from Astoria; Boobyalla, from Portland; Robert Luckenbach, from New York; Tuscanstar (British), from Astoria; Tiger, from New York; Cotton Plant, from Coos Bay; H. T. Harper, from Astoria. Sailed, Canadian Traveler (British), for Vancouver, B. C.; Daisy Gadsby, for Grays Harbor.

NEW YORK, Dec. 9.—Paris, from Havre; Cacique, from San Francisco; Panaman, from San Pedro; F. J. Luckenbach, from San Francisco.

SOUTHAMPTON, Dec. 8.—Arrived, Canopic, from New York; Olympic, from New York.

PLYMOUTH, Dec. 8.—Arrived, President Monroe, from New York.

VIGO, Dec. 7.—Arrived, Niagara, from New York.

NEW YORK, Dec. 9.—Sailed, American (Italian), for Naples.

YOKOHAMA, Dec. 7.—Sailed, Toyama Maru, for Seattle.

LIVERPOOL, Dec. 8.—Sailed, Frogner, for San Francisco.

EAST COAST LINE OPENS

PRESIDENT HAYES TO MAKE INITIAL VOYAGE SOON.

Portland Delegation Will Join Others of Coast Cities to Survey Trade Conditions.

Reservations for the departure of the steamer President Hayes from Portland, January 20, on the first voyage of the newly inaugurated passenger and freight service from Pacific coast ports to those on the east coast of South America, are being made definitely, as fares to all ports and full details on accommodations and schedule have been received by A. M. Gillespie, Inc., Portland, agents for Swayne & Hoyt, managing operators of the fleet. The President Harrison will follow from Portland, February 28, and the Susquehanna, April 10.

Ports of call include Balboa, Cristobal, Ponce, San Juan, Rio de Janeiro and Buenos Aires. The minimum one-way fares range from $208 to Balboa to $300 to Buenos Aires, with the round trip to Balboa $364, and to Buenos Aires $525. Higher fares are quoted, according to the class of accommodations. The Chamber of Commerce, through the foreign trade bureau, is organizing a trade commission for the initial voyage, and as Seattle, Tacoma, San Francisco and Los Angeles are doing likewise, it is believed the President Hayes will have capacity first-class passenger list.

Concerning the new service, Swayne & Hoyt have issued a statement that includes the following:

The Pacific Argentine-Brazil line has been in operation a little over two years, as a cargo line only. It is the only exclusively new line established by the shipping board under the Jones act. This new venture, linking up by direct service Pacific coast ports with east coast ports of South America, has been a success inasmuch as it has given merchants opportunity of developing business which heretofore had been impossible, except in a small way, owing to high rail freight rates on account of necessity of shipping via New Orleans and New York.

The President Hayes and President Harrison, are of the much-advertised "502" type, built especially for the shipping board. In addition the Susquehanna, formerly the German steamer Rhein, has been assigned to this service. The vessels are of 29,610 tons displacement, with an average speed of 12 to 14 knots, and have most modern accommodations for 78 first-class passengers and from 275 to 300 third-class.

In addition to cargo deadweight of about 7000 tons, the President Hayes and President Harrison are equipped to handle upward of 300 tons of refrigerated cargo. Almost any temperature can be maintained in refrigerated chambers.

The chambers of commerce of Los Angeles, San Francisco, Portland and Seattle are busily engaged in working up a trade excursion consisting of business men and delegates from each of the chambers named to make a trip on the President Hayes, in order to gather at first hand the opportunities offered in Porto Rico, Brazil, Uruguay and Argentina, for the development of business from and to the Pacific coast. Stops at each port will enable the business men to get acquainted. It is anticipated the visit will bring a better understanding between the Pacific coast and the countries, with reference to business requirements of each section, and will tend greatly to cement business connections established through the freight service operated the last two years.

HARBOR WILL BE PROMOTED

Facts About Ship Accommodations to Be Given Publicity.

HOQUIAM, Wash., Dec. 9.—(Special.)—Ship operators in California have a much mistaken impression regarding Grays harbor's accommodations for vessels, including the depth of water at the bar and in the main harbor channel, according to Clifford Shaw, manager of the Eureka mill, who has returned from travels in the south. He gave some of the erroneous impressions he had encountered, at a luncheon of the Rotary club yesterday, and suggested that these false views should be corrected by means of proper and correct publicity.

Frank H. Lamb, district Rotarian president, speaking in connection with Mr. Shaw's comment, declared that the harbor port commission soon will issue a year book on the port, giving full facts about what the port is and has accomplished. These books will receive general circulations among shippers up and down the coast.

Towboat Is Purchased.

KELSO, Wash., Dec. 9.—(Special.)—The Cowlitz Towing company, which operates the towboat Pomona, purchased the towboat Wilavis from Captain Mattson of Portland today. The Wilavis has been operating on the Columbia for many years. She has good engines, but the hull will be rebuilt later by the new owners. Stockholders in the Cowlitz Towing company are E. S. Collins, J. A. Byerly and Captain Hosford of Portland and Captain Frank Wagner of Kelso, who is captain of the Pomona and local manager for the company.

Port of Olympia Organizes.

OLYMPIA, Wash., Dec. 9.—(Special.)—Organization of the newly elected commissioners of the port of Olympia, created at the November election, was completed Friday with Fred W. Stocking of Olympia as chairman and Perry F. Knight of Bucoda as secretary. George F. Yantis of Olympia was chosen counsel for the commission. Two applications from the O.-W. R. & N. company for leases on Olympia tidelands were presented and will be up for final action next week.

Longshoreman Is Injured.

RAYMOND, Wash., Dec. 9.—(Special.)—Henry Lindberg, a longshoreman, was struck by a load of lumber while working in hatch No. 2 between decks on the steamer Hawaiian at the Willapa mill yesterday, knocked into a lower hold, a distance of 20 feet, his collarbone broken and other serious injuries sustained. He was immediately taken to the Riverview hospital.

Pacific Coast Shipping Notes.

ASTORIA, Or., Dec. 9.—(Special.)—The Japanese steamer Tyres Maru, with wheat and lumber from Portland, departed today for Japan.

The steam schooner Rosalie Mahoney, with lumber from points along the river, departed for San Pedro.

The steam schooner F. S. Loop, carrying lumber from Warrenton and Westport, departed for San Francisco.

The tank steamer R. J. Hanna arrived from California with fuel oil for Astoria and Portland.

The steamer Birmingham City, with general freight from Portland and 8000 sacks of flour from Astoria, departed for London.

The steamer Minnesotan, with freight from Portland, departed for Boston via San Francisco.

After loading 600,000 feet of lumber at Warrenton, the steam schooner Halco departed tonight for San Pedro.

Completing her cargo of 750,000 feet of lumber at Knappton, the steam schooner Daisy departed for San Francisco.

The British steamer Canadian Rover arrived from Ocean Falls, B. C., and after discharging 500 tons of wood pulp here departed for San Pedro.

SAN FRANCISCO, Dec. 9.—Following conferences between representatives of the San Francisco longshoremen and the Waterfront Employers' association, an agreement between the two bodies has been reached to become effective tomorrow. The agrement, similar to that in effect last year, will cover the 12 months of 1923. The basic wage scale agreed upon is 80 cents an hour, with $1.20 an hour for overtime.

The Matson steamer Wilhelmina will arrive from the islands Wednesday with one of the heaviest pineapple shipments in the last month. The shipment totals 64,767 cases. Other shipments include 464 bags of raw sugar, 600 tons of molasses, 288 crates of fresh pineapples, 3733 bunches of bananas, 713 bags of coffee, 65 bags of rice, 151 cases of Hawaiian honey and other miscellaneous consignments.

The steamer Lurline, on account of a slow run from Seattle to Honolulu, is two days late here on schedule arriving Tuesday. She is bringing a light cargo of 9225 cases of canned pineapples, 600 tons of molasses, 35 bunches of bananas.

The Manulani, now being reconditioned here, will resume service next month with the opening of the Hawaiian sugar season. The Enterprise and motorship Annie Johnson, which have been lying in here for some time will also enter service in January.

SAN PEDRO, Cal., Dec. 9.—One hundred and seventy thousand boxes of Pacific coast apples and about 100,000 cases of citrus products will be in the hold of the British steamer Narenta when it departs from this port for the United Kingdom, late tomorrow. The vessel is due here early tomorrow from San Francisco on its initial voyage to San Pedro.

The naval hospital ship Mercy departed late today for Mare Island navy yard for overhauling. A number of navy officers and their families were aboard as passengers to San Francisco.

The liner President Harrison arrived today from Honolulu and Hilo with 27 passengers and 200 tons of general merchandise.

Five hundred tons of freight from Yokohama were unloaded here today by the Japanese liner Anyo Maru, en route from Hongkong to Valparaiso.

COOS BAY, Or., Dec. 9.—The steam schooner Martha Buehner sailed for San Pedro at 3:50 this afternoon with a cargo of lumber from the Buehner mill.

Arrival of the steamer Munindies, the craft coming for an Atlantic coast lumber cargo, is now set for Monday, after she was expected here yesterday.

Three craft are in port loading: the C. A. Smith and Johanna Smith and the steam schooner Sequoia.

GRAYS HARBOR, Wash., Dec. 9.—(Special.)—The steamer J. B. Stetson arrived from San Francisco at 9:30 A. M. to take cargo at the A. J. West mill, Aberdeen.

The steamers Hornet, Willpole, Nehalem, Edna Christensen and Carlos were expected to sail this afternoon or tonight for their respective destinations.

The steamer Marcia shifted last night from the Grays Harbor mill, Hoquiam, to the Northwestern mill.

The steamer Hartwood moved from the Anderson-Middleton plant to the American mill, in Aberdeen.

TACOMA, Wash., Dec. 9.—The Isthmian line steamer Lancaster, on her first voyage to Tacoma, is due Monday at the St. Paul mill to load lumber for the Atlantic coast.

Monday at the port pier the Logician of the Harrison line will load lumber and logs.

The Texan of the United American line, which sailed for Hamburg tonight, carried a big shipment of local manufactured doors, canned goods and flour.

The Protesilaus of the Blue Funnel line, due at the port pier tomorrow, will load better than 2,000,000 feet of lumber for Japan and China, while the Eurypylus, on her first trip here, will load flour at the Sperry mill.

The Steel Ranger, also listed for the port pier tomorrow, will load 600,000 feet of lumber.

The Manila Maru was due to return to the St. Paul mill tonight to load lumber consigned to the orient. The Manila also has other freight to load at local mills and the Milwaukee dock.

The Princess Maquinna, from west coast ports of Vancouver island, arrived at the smelter this morning with ore and sailed during the afternoon for Victoria.

The Jacob Luckenbach, due Monday, will take out 18,000 cases of fruit, one of the largest shipments of canned goods sent from here to gulf ports.

SEATTLE, Wash., Dec. 9.—The Seattle chamber of commerce is organizing a party of business men to compose a trade promotion delegation to leave here when the President Harrison inaugurates the Swayne & Hoyt service to the east coast of South America from the Pacific coast, as announced today in San Francisco. Captain K. P. Ahlin will command the President Harrison. The round trip to Buenos Aires is put at 13,000 miles.

The West Jester has been allocated by the shipping board to the Admiral oriental line and will be added to the freight service to the orient. The West Jester will load next month. When she is in service the line will have seven freight and five passenger steamships in operation.

The Pacific Steamship company has been appointed operating agent for the refrigerator steamship Nepoget, which will be here next month to load with apples for the Atlantic coast.

A new schedule for the Admiral oriental line, with departures every 12 days instead of fortnightly, was inaugurated when the President Grant today departed here for Japan, China and the Philippines. She took out 41 first-class cabin and 472 steerage passengers.

Returning to Puget sound to load another cargo of lumber, the schooner Thistle left Honolulu December 1, according to advices received here today. She is expected at Seattle about Christmas day.

The steamship Highland Heather, with insulated space, has been added by the Royal Mail Steam Packet company to the service between the north Pacific coast and the United Kingdom.

The Oregonian is the medium through which many people supply their wants by using its classified columns. Telephone Main 7070.

Port Calendar.

To Arrive in Portland.

Vessel—	From	Date
Kennecott	New York	Dec. 10
Rose City	San Fran	Dec. 10
Hollywood	Australia	Dec. 11
Hawaiian	Baltimore	Dec. 11
Indiana	Europe	Dec. 11
Adm. Farragut	San Diego	Dec. 11
Com'l Trader	New York	Dec. 12
Bessemer City	Baltimore	Dec. 12
Texan	Boston	Dec. 12
Steel Ranger	Seattle	Dec. 12
Harry Luckenbach	New York	Dec. 12
Robt. Luckenbach	New York	Dec. 14
Katuna	Europe	Dec. 14
Lena Luckenbach	N. Orleans	Dec. 14
Oregonian	Baltimore	Dec. 15
Harry Luckenbach	New York	Dec. 15
West Keats	Kobe	Dec. 15
Chattanooga City	New York	Dec. 15
Tilleboet	Batavia	Dec. 15
Memnon	S. America	Dec. 16
Montague	Orient	Dec. 16
Roman Star	Europe	Dec. 17
Adm. Evans	San Diego	Dec. 18
Northern Star	New York	Dec. 18

To Depart From Portland.

Vessel—		Date
Adm. Goodrich	San Fran	Dec. 10
Moerdyk	Europe	Dec. 11
Atlanta City	New York	Dec. 11
Theo. Roosevelt	Europe	Dec. 12
Kennecott	New York	Dec. 12
Adm. Farragut	San Diego	Dec. 13
Rose City	San Fran	Dec. 13
Hollywood	Australia	Dec. 14
Mandasan Maru	Japan	Dec. 14
Hawaiian	New York	Dec. 14
Indiana	Europe	Dec. 14
Steel Ranger	New York	Dec. 15
Tiger	New York	Dec. 15
Texan	Europe	Dec. 15
Hannawa	Orient	Dec. 15
Com'l Trader	New York	Dec. 16
Robt. Luckenbach	New York	Dec. 16
Adm. Evans	San Diego	Dec. 20

Vessels in Port.

Vessel—	Berth—
Atlanta City	Westport.
Celilo	St. Helens.
Dilworth	Willbridge.
Daisy	Knappton.
Egeria	Drydock.
Flavel	Astoria.
Grande Guard	Inman-Poulsen's.
Hannawa	Inman-Poulsen's.
Kifuku Maru	Globe mill.
La Merced	St. Helens.
Meiwa Maru	North Bank dock.
Minnesotan	St. Johns Lum. Co.
Moerdijk	Terminal No. 4.
Oregon Pine	St. Helens.
Pawlet	Drydock.
R. J. Hanna	Willbridge.
Ryder Hanify	Linnton.
Theo. Roosevelt	Terminal No. 4.
Willamette	St. Helens.
W. D. Munson	St. Helens.
Wapama	St. Helens.
Wawaneta	St. Johns Moorings.
Yoshida Maru No. 1	West Oregon mill.

Trans-Pacific Mail.

Closing time for the Trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at Station G, 282 Oak street):

For Australia and Hawaii, 9:15 P. M., December 17, per steamer Sonoma, from San Francisco.

For China, Japan and Hawaii, 11:30 P. M., December 12, per steamer President Pierce from San Francisco.

For Hawaii, 9:15 P. M., December 10, per steamer Maui, from San Francisco.

WEST O'ROWA IS READY

TAKING ON FUEL FOR CHINA RUN IS STARTED.

Loading at Terminal No. 4 Is Concluded and Freighter Moves Across Harbor.

The oriental freighter West O'Rowa of the Columbia-Pacific Shipping company's line, laden with varied commodities drawn from the Portland territory, concluded loading operations yesterday at terminal No. 4 and moved across the harbor to fill her fuel oil tanks for the run to China, by way of Japanese ports. Captain B. J. Larson is taking the ship on her second voyage from Portland under the Columbia-Pacific flag.

For Yokohama the ship has 500,000 feet of lumber and miscellaneous general freight and for Nagoya 747,000 feet of lumber is consigned, with 332,000 feet of lumber and some general cargo for Kobe, 60,000 feet of lumber that is optional for one or more points, 250,000 feet of lumber and 2,500,000 pounds of general freight for Shanghai, 34,000 feet of lumber and 1,000,000 pounds of cargo for Tsingtau, 3,000,000 pounds of freight for Chemulpo, 1,250,000 pounds for Dairen and 141,000 pounds for Tsingtau. Cargo aboard for trans-shipment is billed to Tokio, Hankow, Nanking and Pekin.

The steamer Hannawa, which leaves in about a week, will sail in command of Captain G. J. Linnander, who was signed as master yesterday. He relieves Captain J. D. Methot, who is to take out the steamer Wawalona, recently assigned to the line by the shipping board. The Wawalona is to depart about January 8 for Yokohama, Kobe, Kongkong and Manila. The Hannawa went from Columbia dock to terminal No. 4 yesterday to pick up more cargo, and today she is slated to move through the harbor to the Inman-Poulsen mill.

River Free From Ice.

No ice has made its appearance in the Columbia river in the vicinity of The Dalles up to yesterday and the weather was moderating, promising there need be no apprehension as yet for such troubles, according to a message to the Harkins line. The company is maintaining regular service and a change announced in the schedule provides for a night boat using the steamer Madeline, Monday, Wednesday and Friday from Portland, while the steamer Iralda continues the daylight run.

Three Great Ports Named.

After a swing around the United States that occupied 60 days, J. B. Cox of the Traffic World, whose business carries him to transportation centers, said on his return last week that Houston, San Pedro and Portland were the three outstanding ports today. He based this statement on the amount of business handled and the increases they had made in the last three years.

Report From Mouth of Columbia.

NORTH HEAD, Dec. 9.—Condition of the sea at 5 P. M., moderate; wind, northwest, 20 miles.

Tides at Astoria Sunday.

High.	Low.
5:31 A. M....8.1 ft.	11:34 A. M....3.5 ft.
5:01 P. M....7.9 ft.	11:50 P. M....1.1 ft.

TOO LATE TO CLASSIFY.

FOR SALE BY OWNER.
Modern 6-room house, extra large living room, dining room, kitchen, three bedrooms and sleeping porch; ivory finish and hardwood floors; garage, corner; in strictly up to date and in good district; price $6000 this week. Phone Sellwood 3530.

CREDIT—ROOFS—CREDIT.
We repair and paint roofs any time, any color; work guaranteed; credit if desired.
BRADY & ROACH,
Walnut 4636—Roofers—Tabor 5216.

8-ROOM HOUSE—Well furnished; near Broadway and Williams ave. cars; a snap for renting rooms; $450; easy terms; rent $27.50 month. See owner, Wm. Brown, 300 E. 1st st. N.

CHRISTMAS TREES.
Holly and mistletoe and evergreens delivered. Prices right. Stem base if desired. Phone Automatic 632-77. N. W. Kelsey.

9x12 AXMINSTER brown rug, $25; golden oak dresser and sanitary couch, $25; 2-burner Vulcan range, $5 party; also A-B glass oven gas range, $25; furniture 2 years old. Sell. 0845.

LOST—In Broadway Hazelwood res; room a black silk bag; valued as gift. Will finder please keep money and return bag, keys and check book to owner at 504½ Weidler st.?

WANT two or three-room apt., furnished, not too far out; must be comfortable rooms, two adults; will exchange painting, papering or tinting, from one month to four. East 3648.

LATEST MODEL DODGE SEDAN.
Practically new; well equipped with extras; must sell at once. Inquire at Christie's repair shop, 11th and Couch.

PAINTING, PAPERING, TINTING.
If you need a first-class workman at reasonable price, call me up; old or new work. East 3649.

GROWING business needs $1000 for expansion; consider either active or silent partner; well secured. AG 113, Oregonian.

KENTON—Modern 6-room bungalow, garage, paved st., one block from car line, 3 from school; rent reasonable. 165 W. Watts st., Kenton car.

RELIABLE girl, typist, two years' general office work, high school and college education, wants position. AH 111, Oregonian.

91 E. 53D ST.—Strictly modern 7-room house and garage, $50 per month. Tabor 7638.

PRACTICAL NURSE wishes engagement by day or week; experienced; reasonable. Tabor 4069.

SOME confectionery fixtures and other numerous articles, reasonable. 94 N. 16th st.

WANTED—To rent small store building with living room; Sellwood, Sunnyside, Albina preferred. AG 116, Oregonian.

4-ROOM BUNGALOW—Fireplace, built-ins; modern; on car line; call Sunday or evenings. 97 E. 80th st. N.

RELIABLE woman wants position by December 17; good plain cook. AM 130, Oregonian.

FOR RENT—Modern, unfurnished four-room cottage, close in, $25; full plumbing, garage. 891 E. Couch, cor. 29th.

HOUSES for rent, partly furnished. Phone Milwaukie 44 Y.

CARPENTER.—Finisher, built many houses; day or contract. Walnut 6101.

FOR SALE—Advertising business, capital required $2000. 728 Morgan bldg.

FOR SALE—Two gas floor heaters; good condition. Tabor 2239.

8-ROOM modern house for sale from owner, Nob Hill, close in. Bdwy. 2474.

AUCTION SALES.

AUCTION SALE,
I will sell at auction sale on the Huggins place first farm south of Germantown road, on road leading to Cedar Mills, Saturday, December 16, at 1 o'clock: Two good cows, one just fresh, the other