CHARTERS NOW 52 1-2 AND EXPORTERS WAIT FOR NEXT QUOTATION

Owners Holding Vessels at 55, But Tonnage En Route Disputes Further Increase.

ARE CONTINUING TO LOAD

Several Vessels Taking on Cargo and More Are Expected to Arrive During Present Week.

Barely 24 hours after one high rate of 50 shillings a ton for the transportation of wheat from Portland to the United Kingdom had been announced, the word that 52½ shillings has been paid for the British steamer Batsford by Kerr, Gifford & Co., a firm of local exporters. She is now in a Japanese port and will come here for late February loading.

With this high mark reached exporters are eagerly awaiting the next figure to be announced. Owners of vessels are holding what available steamers they have for a rate of 55 shillings and should a North Pacific exporter be caught short it is a certainty that the higher rate will be reached.

High Rate May Be Reached.

On account of the apparent abundance of vessels under charter now local exporters do not believe that a much higher rate than 55 shillings will be demanded. En route here are vessels capable of carrying practically every bushel of wheat which the northwest retains. Barley shipments must commence soon, however, if the United Kingdom is to receive its customary supply of that commodity, and there may be announced in the near future a number of charters to cover shipments of that cereal. Local exporters do not believe, however, that barley will stand a 50 shilling rate.

Notwithstanding the flurry which the charter market has gone through, however, the work of loading the grain ships in the harbor is going merrily on. The British steamer Hermiston is being worked by four gangs of longshoremen at Montgomery dock No. 2. The Karmo, a Norwegian ship, is being filled by three gangs at North Bank, while tomorrow the Italian ship Loche Garve will be placed in the berth at Irving dock. The British steamer Strathdee is in and lining and will be ready to follow the Hermiston into Montgomery dock berth. The Norwegian bark Vanduara is in the stream with only a part cargo on board and will follow the two steamers at Montgomery dock.

Two Sailed Yesterday.

Owing to the advantageous conditions at the mouth of the river the British ship Celtic Glen and the French bark Pierre Antoine sailed from Astoria yesterday afternoon at 5 o'clock. Only the British ships Claverdon and the Norwegian bark Cambusdoon remain at the mouth of the river awaiting sailing. In the stream here are only the Norwegian ship Songvand and bark Eidsvold, as the British ship Clackmannanshire is to leave down in tow of the F. B. Jones this morning. The Danish bark Denmark is the only vessel left at the ballast docks.

During the next week a number of sailers should be coming in. The Belgian bark Katanga left four days after the American schooner H. K. Hall had left Santa Rosalia, and Captain Killman brought the schooner in last week. The Norwegian barks Morna, Janna, Pehr Ugland and Births, the Norwegian ship Gezina and the British ship Bay of Biscay should be within short distances of the mouth of the river. Others, too, may be off the coast, and their sailing dates kept secret, as has been the case before this season.

LASBEK'S VOYAGE SHORT

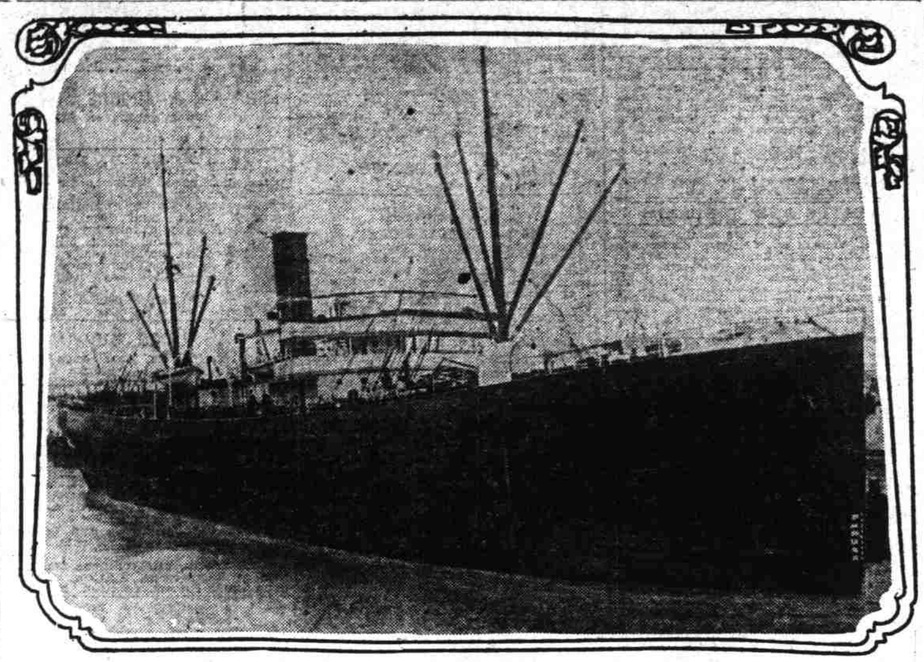
Bark Is Reported Interned With 10 Others at Guaymas.

That the German bark Lasbek did not sail from Santa Rosalia, but that she made Guaymas and is there anchored awaiting the adjustment of the troubles in Europe, is the word brought to Portland by Captain Dan Killman, master of the American schooner H. K Hall, which arrived here Friday. The Lasbek did set sail on October 16 as reported here, but it was only for the 45 mile jaunt across the Gulf of Lower California to Guaymas.

There are 11 German barks, according to Capt. Killman, anchored within the harbors of Santa Rosalia. The masters and officers of the vessels are enjoying themselves to the utmost while the term of the interne lasts.

Soon after the war opened a British cruiser entered the harbor of Santa Rosalia and officers boarded each of the German vessels. Their masters were warned not to venture out of the safety of the neutral harbor, and so far none of them have shown the slightest inclination to take the chance.

GALE HOLDS S. S. DACIA IN GALVESTON



Steamship Dacia, which will carry American cotton to Germany.

is supposed to be outside, as several nouncement was made tonight that the steamship Dacia, the former German steamer which loaded here with 11,000 bales of cotton for trans-shipment to Bremen, will not sail tomorrow. The sailing hour was postponed five times today, principally because of the dangerous gale which blew from the northwest. A severe storm issupposed to be outside, as several steamers are overdue. The steamer Marie is fast aground at Bolivar Point.

NEWS OF THE PORT

W. F. Herrin, American steamer, Captain Engalis, bulk oil from Monterey, Associated Oil Co.

Arrivals January 23.

Strathdee, British steamer, Captain Norris, in ballast from Comox to Kerr, Gifford & Co.

Daisy Gadsby, American steamer, Captain Smith, freight from San Francisco, Arrow Line.

Atlas, American steamer, Captain Kirkwood, bulk oil from San Francisco, Standard Oil Co.

Departures, January 23.

Mirene, gas schooner, Captain Casaday, freight for Newport and Waldport, Jeldness.

Marine Almanac.

Weather at River's Mouth.

North Head, Jan. 23.—Condition at the mouth of the river at 5 p. m., smooth; wind east, 12 miles; weather, clear.

Sun and Tides January 25

Sun rises 7:41 a. m. Sun sets 5:07 p. m.

Tides at Astoria.

High water.	Low water.
8:02 a. m. 7.8 feet.	1:33 a. m. 3.9 feet.
9:53 p. m. 5.5 feet.	3:38 p. m. 1.1 foot.

Daily River Readings.

STATIONS.	Flood stage in feet.	Height.	Change in last 24 hours	Rainfall in last 24 hours
Lewiston	24	1.9	* 0.1	0.00
Umatilla	25	1.0	—0.1	0.00
Eugene	10	4.6	—0.1	0.00
Albany	20	5.1	—0.7	0.00
Salem	20	4.8	—0.6	0.00
Wilsonville	37	8.7	—0.7	0.00
Portland	15	2.6	—0.4	0.00

*Rising. (—) Falling.

River Forecast.

The Willamette river at Portland will fall slightly Sunday and Monday.

Steamships to Arrive.

PASSENGERS AND FREIGHT

Breakwater..... Coos Bay .....Jan. 24
Roanoke..... S. D. and way....Jan. 24
Bear..... S. D. and way...Jan. 27
Geo. W. Elder..... Coos Bay .....Jan. 29
Yucatan..... S. F. and way....Jan. 31
Beaver..... S. F. .....Feb. 1
Rose City..... S. F. and way....Feb. 6

Steamers Due to Depart.

PASSENGERS AND FREIGHT

Name—	From—	Date
Multnomah	S. F.	Jan. 24
Geo W. Elder	C B. and Eureka	Jan. 24
Breakwater	Coos Bay	Jan. 26
Cello	S. D.	Jan. 26
Roanoke	S. D. and way	Jan. 27
Bear	S. F. and way	Feb. 1
Yucatan	S. D. and way	Feb. 3
Beaver	S. P. and way	Feb. 6
Rose City	S. P. and way	Feb. 11

Vessels in Port.

Name—	Berth
Cambusdoon, Nor. bk	Astoria
Clackmananshire, Br. sh	Astoria
Claverdon, Br. sh	Astoria
Cranley, Br. str	Municipal
Denmark, Dan. bk	Linton
Eidsvold, Nor. bk	Stream
Irene, Am. sch	Westport
Karmo, Nor. sh	North Bank
Lighthouse No. 37, Am. str	Oregon Drydock
Loch Garve, It. Ssh	Irving
Songvande, Nor. sh	Stream
Vanduara, Nor. bk	Stream
Multnomah, Am. str	Supply
Hermiston, Br. str	Montgomery
H. K. Hall, Am. str	Stream
Glenray, Br. str	Municipal
Geo. W. Elder, Am. str	Columbia
Strathdee, Br. str	W. E. & W. Smith
Daisy Gadsby, Am. str	Mult. Box
Atlas, Am. str	Willbridge
W. F. Herrin, Am. str	Willbridge

Vessels Disengaged.

Akutan, Am. str	Goble
Arnoldus Vinnen, Ger. sh	Clifton
Alliance, Am. str	O. W. P.
Berlin, Am. bk	Goble
Chinook, U. S. dredge	Astoria
Dalbek, Ger. bk	Victoria Dolphins
David Evans, Br. sch	Astoria
Golden Gate, Am. str	O. W. P.
J. B. Stetson, Am. str	St. Helens
Kurt, Ger. sh	Astoria
King Cyrus, Am. sch	Astoria
Nehalem, Am. str	St. Helens
Temple E. Dorr, Am. str	St. Helens
Wapama, Am. str	St. Helens

At Neighboring Ports.

Astoria, Jan. 23.—Sailed at midnight—Str Johann Poulsen, for San Francisco. Sailed at 6:30 a. m.—Strs. Siskiyou, for San Pedro; Paralinso, for Coos Bay and San Francisco; Br. str. Devon City, for United Kingdom. Sailed at 7:10 a. m.—Str. Washtenaw, for Fort San Luis. Arrived at 11 a. m. and left up at 12:30 p. m.—Str. W. F. Herrin, from Monterey. Sailed at 5 p. m.—Br. ship Celtic Glen and French bark Pierre Antoine, for United Kingdom.

Vancouver, B. C., Jan. 23.—Arrived: 6 p. m. Am. tanker Caddo, from west coast South America.

Sailed: 11 a. m., Br. str. Director, Captain Nicholson, to San Francisco via Seattle; 8 p. m., Russ. str. Tambov, Captain Alexleff, for Vladivostok.

Tacoma, Wash., Jan. 23.—Arrived: Am. str. Queen, for San Francisco, 7:30 p. m.

Sailed: Jap. str. Chicago Maru, Seattle and Vancouver, 7:30 p. m.; Jap. str. Awa Maru, Seattle, 8 p. m.; Am. str. Admiral Farragut, Seattle, noon.

Seattle, Wash., Jan. 23.—Arrived: Am. S. S. Queen, 2:45 a. m.; Am. str. F. S. Loop, 2 p. m., from San Francisco; Am. str. Col. E. L. Drake, 8 a. m., Vancouver

Sailed: Am. S. S. Hilonian, 5 p. m., Honolulu.

Valdez, Jan. 23.—Sailed: Am. S. S. Alameda, 11 a. m., Seattle; Am. str. Admiral Watson, 2 a. m., Seattle.

Juneau, Jan. 23.—Sailed: Am. S. S. Jefferson, 9 a. m., Seattle.

San Diego, Cal., Jan. 23.—Arrived: 10:30 a. m., U. S. tug Iriquois towing targets; 12:30 p. m., U. S. collier Nanshan, Mare Island.

Redondo Beach, Cal., Jan. 23.—Arrived: Am. str. Klamath, 7 a. m., from San Diego.

Sailed: Am. str. Klamath, for San Francisco, noon.

Cordova, Jan. 23.—Sailed: Am. S. S. Admiral Watson, 9 a. m., Seattle.

Ketchikan, Jan. 23.—Sailed: Am. S. S. City of Seattle, 11 p. m., for Seattle.

Bellingham, Wash., Jan. 23.—Arrived: Am. S. S. Windber, Hoboken, N. J., via Panama canal and San Francisco, 4 p. m.

Nanaimo, B. C., Jan. 23.—Arrived: Br. str. Director, from Vancouver; Am. str. Cordova, from Seattle.

Marshfield, Jan. 23.—Sailed at 1 p. m., str. Breakwater, for Portland; at 5 p. m., Am. str. Adeline Smith, for San Francisco.

Victoria, B. C., Jan. 23.—Arrived: Br. str. Ixion, Liverpool, 5:30 p. m.; Br. tank str. Caddo, Peru, 6 a. m.

Sailed: Br. str. Caddo, for Vancouver, 9 a. m.

Los Angeles, Cal., Jan. 23.—Arrived: Am. strs. Klamath, San Diego, 6 a. m.; Congress, Seattle, 4 p. m.

Sailed: Am. strs. Bear, Portland, 12 noon; Montanan, San Francisco, 2:30 p. m.; Klamath, Portland, 6 p. m.

San Francisco, Cal., Jan. 23.—Arrived: Am. str. Cricket, Portland, Maine, via Philadelphia, 8:55 a. m.; Am. str. Tamalpais, Gray's Harbor, 10:05 a. m.; Br. sh. Success, Philadelphia, via Balboa and San Pedro (in tow str. Cricket), 8:55 a. m.; Am. str. Ashley, Seattle, 10:15 a. m.; Am. str. City of Topeka, Eureka, 11:20 a. m.; Am. str. Aroline, San Pedro, 4:30 a. m.; Am. str. Lakme, Eureka (with sch. Halcyon in tow), 5:30 a. m.; sch. Halcyon, Eureka, 5:35 a. m.; Am. str. Yucatan, Portland, via Astoria, 5:45 a. m.; Am. str. Brunswick, Ft. Bragg, 5:55 a. m.; Am. str. Lyman Stewart, Port San Luis, 5:30 a. m.; Am. str. Harvard, San Pedro, 9:10 a. m.

Sailed: Am. str. Argyll, San Pedro, 10:20 a. m.; Am. str. Centralia, Eureka, 11:55; Am. str. Elizabeth, Bandon, 12:10 p. m.; Am. str. Governor, Victoria and Puget Sound ports, 12:25 p. m.; Am. str. Panaman, Portland and Puget Sound ports, 1:25 p. m.; Am. str. Washington, Eureka, 1:25 p. m.; Br. str. Persia, Hongkong, via Honolulu and Yokohama, 1:30 p. m.; Am. str. Bowdoin, Eureka, 3:40 p. m.; Am. str. San Gabriel, Umpqua river, 3:40 p. m.; Am. str. Harvard, San Pedro, 4:15 p. m.; Am. str. Del Norte, Crescent City, 4:35 p. m.

To Move Wireless Plant.

Marshfield, Or., Jan. 23.—The naval wireless station at Cape Blanco, Curry county, is to be moved to Coos Bay, because of the difficulty of getting supplies to isolated Blanco. Lieutenant McConnell, United States navy, is here to arrange the change. It is stated the station may be located at the C. A. Smith mill, using the 200-foot smokestack for the aerials and securing electric power from the mill.

Mariners suggest that the station here would be protected by the harbor while Cape Blanco would be completely exposed in case of war.

GRAIN TONNAGE EN ROUTE AND LISTED FOR PORTLAND

Name—	Flag.	Rig.	Tons	From—	Sailed	Memo.
Aggi	Nor.	bark	1757	Port Nolloth	Dec. 18	
Alice A. Leigh	Br.	ship	2817	Valparaiso	Jan. 7	At Antofagasta Dec. 1
Bay of Biscay	Br.	sh	1829	Iquique	Nov. 24	
Birtha	Nor.	bk	1344	Iquique		
Cambrian Princess	Nor.	ship	2311	Port Nolloth		At Rio Janeiro Oct. 6.
Castleton	Br.	ship	1812	Mejillanes	Dec. 1	
Clan Galbraith	Nor.	bark	1971	Honolulu	Jan. 9	
Cambermere	Italian	bk	1686	Callao	Oct. 27	
Forth	Nor.	ship	1650	Sydney Heads		Sd. Callao Oct. 19.
Francois	Fr.	bk	1945	Antofagasta		In port Oct. 3.
Germaine	Fr.	bk	1965	Pisagua		Ar. Pisagua Oct. 12.
Gezina	Nor.	ship	1751	Valparaiso	Dec. 9	
Hiawatha	Nor.	bark	1496	Cape Town	Dec. 5	
Invernavid	Br.	bark	1508	Valparaiso		Ar. Valparaiso Sep. 18.
Janna	Nor.	bk	1461	Caleta Calosa		Sd. for S. F. Dec. 7.
Katanga	Belg.	bark	1996	Guaymas		At Guaymas Sept. 17.
Kilmeny	Br.	bk	1469	Coquimbo		Ar. Coquimbo Aug. 19.
Lasenee	Fr.	sh	2014	Mejillones		Ar. Antofogasta Oct. 9
Lika	Nor.	ship	1615	Melbourne	Dec. 16	
Majanka	Nor.	ship	1429	Sydney		Ar. Jan. 10.
Morna	Nor.	bark	1421	Arica	Dec. 12	
Muncaster Castle	Br.	str	3050	Yokohama		Sd. Yokohama Nov. 28
Nordfarer	Nor.	ship	2899	Antofogasta	Jan. 7	
Olivebank	Nor.	bark	2847	Antofogasta		Ar. Antof'a Sept. 20.
Pampa	Russ.	bk	1676	Port Chalmers		In port Nov. 17.
Pehr Ugland	Nor.	bark	1230	Coronel	Oct. 17	
Professor Koch	Russ.	bark	1357	Melbourne		At Melbourne Nov. 27
Skjold	Nor.	bk	1497	Melbourne	Dec. 18	
Svithod	Swed.	bk	1876	Melbourne	Dec. 16	
Westgate	Br.	sh	1814	Wallaroo	Nov. 11	
Wiscombe Park	Br.	sh	2075	Guayaquil		Ar. Guayaquil Sep. 18

Miscellaneous to Arrive in Portland

Name.	Flag.	Rig.	Tons.	From—	Sailed	Memo.
Asumasan Maru	Jap.	str	2708	San Francisco		Sd. Shanghai Jan. 13.
Bankoku Maru	Jap.	str	....	San Francisco		March loading.
Cricket	Am.	str	773	Portland, Me.	Dec. 10	Ship Success in tow.
Kenkon Maru	Jap	str	3423	Moji		At Hankow Sept. 29.
Lawhill	Russ.	bark	1749	Wallaroo	Jan. 15	
Lompoc	Br.	str	....	New Amsterdam		Sd. Phila. Nov. 29.
Lucerie	Br.	str	4100	Corral		
Prompt	Russ.	bk	1354	Callao		Option Vanc. B. C.
Salem	Am.	sch	698	Callao	Oct. 3	
Samoena	Russ.	ship	1869	Callao		In port Oct. 30.
Senju Maru	Jap	str	3285	Miike		
W. H. Marston	Am.	sch	1110	East London	Jan. 11	

PANAMA CANAL SERVICE.

Name.	Flag	and Rig.	From—	Sailed	Memo.
Atlantic	Am.	str., B.-P.	Boston	Dec. 20	Pd. canal WB. Jan. 14
Hawaiian	Am.	str., A.-H.	New York	Dec. 19	At Seattle.
Honolulan	Am.	str., A-H.	Boston & N. Y.		Pd. canal WB. Jan. 19
Iowan	Am.	str., A-H	New York	Jan. 19	Due N. Y. Jan. 19.
Montanan	Am.	str., A-H	New York		Sd. S. F. Jan. 20.
Ohioan	Am.	str., A.-H.	New York		Pd. Canal E. B. Jan. 6.
Oregonian	Am.	str., A.-H.	New York	Nov. 25	S. F. for repairs.
Panamau	Am.	str., A-H.	New York	Dec. 31	Ar. S. F. Jan. 21.
Pennsylvanian	Am.	str., A.-H.	New York	Nov. 5	Pd. Canal E.B. Jan. 13
Santa Clara	Am.	str., A. & P.	New York	Nov. 23	Sd. S. F. Jan. 10.
Santa Cruz	Am.	str., A. & P.	New York	Nov. 1	Ar. N. Y. Jan. 6.
Santa Cecelia	Am.	str., A. & P.	New York		Ar. N. Y. Dec. 22.
Santa Catalina	Am.	str., A. & P.	New York		Jam. by fire Oct. 18.

WEST COAST SERVICE.

Name.	Flag.	Rig and Line.	From—	Sailed	Memo.
Cuseo	Nor.	str., Grace	Valparaiso	Jan. 19	At Tacoma.
St. Helens	Am.	str., Grace	Guayaquil		Sd. Balboa Jan. 14.
Wm. Chatham	Am.	str., Grace	Callao		Sd. S. F. Dec. 27.

EUROPEAN SERVICE.

Name.	Flag.	Rig and Line.	From—	Sailed	Memo.
Glenefer	Br.	str., R. M. S. P.	London & Orient		December loading.
Glenroy	Br.	str., R. M. S. P.	London & Ori.	Oct. 1	In port.
Glengyle	Br.	str., R. M. S. P.	L'don & Ori.	Nov. 20	L'don & Ori. Oct. 1
Kron Margareta	Swed.	m. s., Johnson	Gothenburg		
Pacific	Swed.	m. s., Johnson	Gothenburg	Dec. 18	Pd. canal WB. Jan. 19

Abbreviations—A. & P., Atlantic & Pacific line, owned by W. R. Grace & Co.; A.-H., American-Hawaiian Steamship Co.; Grace, W. R. Grace & Co.; R. M. S. P., Royal Mail Steam Packet Line, Frank Waterhouse & Co., agents; Johnson line, W. R. Grace & Co., agents. B.-P., Boston-Pacific Steamship Co., Statter & Co., agents.

FREIGHTER TAKES ON MATERIAL TO REBUILD DOCK AT SKAGWAY

Steamer Minnesota, Laid Up at Seattle Four Months, Has Old Officers.

ALASKA MINERS RETURN

Tanana and Iditarod Operators Will Go Back North Today on Steamer Mariposa.

Seattle, Wash, Jan. 23.—Alaska Steamship company's freighter Cordova, which is taking 1000 tons of cargo coal at Nanaimo for Southwestern Alaska will shift back to Seattle tomorrow and load an additional 1000 tons of cargo, principally construction material for rebuilding the burned Skagway wharf of the White Pass and Yukon railway.

The steamship Admiral Farragut sailing tomorrow afternoon for San Francisco has about 90 passengers booked for the voyage. The vessel will have nearly a capacity cargo.

When the steamship Minnesota, which began loading for Japan, China and the Philippines today after having been laid up for nearly four months, sails February 6, all her principal officers, with the exception of one, will occupy their old quarters aboard the vessel. The exception is freight clerk J. S. Ford, who has entered the service of the Great Northern Pacific Steamship company. Captain Thos. W. Garlick has resumed command of the Minnesota, though some weeks ago it was officially announced that he would be given command of the new Hill steamship, Great Northern.

Passengers of the steamship Mariposa, sailing tomorrow night for southwestern Alaska, will include 30 odd Tanana and Iditarod mining operators, returning to those districts over the copper river trails from the terminus of the Copper River and Northwestern railroad.

Harrison direct Line steamship Director which will arrive from Nanaimo, where she is taking fuel coal, Monday will load 600 tons of lumber and salmon in this port for the United Kingdom. This however, is in addition to 3000 tons of European freight now carried by the vessel for discharge at Honolulu, and which but for the European war, would have been carried in a German bottom. The European cargo loaded by the Director in Europe for Honolulu, forms part of a freight movement to the Hawaiian islands heretofore carried by the Suez Canal route.

By driving the German merchant marine off the sea the war nas had the effect of turning the European-Hawaiian business over to the British, the Harrison Direct line being the first English company to take advantage of the change in conditions.

SAILOR ASSAULTS CONSUL

Attack Made When Wage Demand Is Refused.

Angered because Endre M. Cederbergh, Norwegian consul here, refused to give him his wages earned on board the Norwegian ship Karmo, Rodney Johnson, a sailor, went to the consulate yesterday afternoon and assaulted the official. When his demands for money were refused Johnson is said to have struck Cederbergh in the mouth inflicting a cut which required several stitches to close.

Johnson with 12 other sailors from the Karmo quit the ship last week asserting that they would be in danger of either their lives or freedom should they attempt to go to the United Kingdom in the ship. Their contracts, they say, allow them to ask and be granted a discharge should war break out. The consul ruled otherwise and the case was taken to the United States district court for settlement. The Karmo is loading wheat at North Bank dock.

Johnson was arrested and will be tried on a charge of assault and battery Monday before Municipal Judge Stevenson.

BRINGS TIN TO BELLINGHAM

Windber Arrives at Port Townsend —Hilonian Sails for Honolulu.

Port Townsend, Wash., Jan. 23.—Bringing 1500 tons of tin for Bellingham and 500 tons of general freight for Seattle, from Hoboken, the steamer Windber arrived today, proceeding to Bellingham.

The Blue Funnel liner Ixion, from Liverpool, passed in this morning.

Carrying a cargo of over 1200 tons, including 2400 barrels of lime, 300 tons of oats and shipment sof box shooks and flour, the Matson Navigation company steamer Hilonian will sail tonight for Honolulu. The lime and oats are for the government.

Coming from Astoria, the lighthouse steamer Manzanita passed in at Cape Flattery this afternoon and will deliver supplies at the several light stations.

The steamer Edgar H. Vance yesterday completed loading 880,000 feet of lumber at Mukilteo and shifted to Port Angeles where she will load about 2,000,000 feet additional. The lumber is for New York.

MAY NOT RISK CAPTURE

German Captain May Join Interned Colony Here.

It is a safe wager, say shipping men, that Captain Marks of the Belgian bark Katanga will not take that vessel out of this port under the charter which she holds to the Portland flouring mills. While the Katanga is a Belgian, and therefore an allied vessel, her master, Captain Marks, is a full-blooded German, and as such would be subject to capture and imprisonment should he attempt to take his yessel into London, as her charter calls for. He will probably join the German colony interned here.

The Katanga laid at Santa Rosalia during most of the summer. She arrived there some time before the war had been declared, and not until the German fleet was wiped off the South Pacific did her owners consent to her leaving the safety of a neutral harbor. It is said that 48 hours after Lloyd's had chronicled the extermination of the German cruiser Dresden, the last of Admiral von Spee's fleet, the Katanga had received word by cable and was en route to Portland. She is now 27 days out and should be showing up at any time.

TANKER CADDO WILL INAUGURATE SERVICE WITH WEST COAST

Ixion Goes to Tacoma From Vancouver; Coquitlam City to Carry Lumber.

Vancouver, B. C., Jan. 23.—The Standard Oil tanker Caddo, formerly under the German flag reached here tonight with a cargo of oil. With the Azov, she will inaugurate a service plying in the oil trade between Vancouver and the west coast of South America.

The Blue Funnel liner Ixion reached Victoria at 5:30 o'clock this afternoon from Liverpool via the orient. She will go on to Tacoma tonight, returing next weeks to disembark her Vancouver and Victoria freight.

The British steamer Lord Dufferin from Vancouver, Dec. 12, with 2,000,000 feet of lumber arrived at Sydney on January 21.

The C. P. R. liner Monteagle, Captain F. L. Davison, recently released from transport service, arrived at Hongkong on January 17 aud is due to sail for Vancouver on February 24. At Hongkong she will undergo the necessary refit after her transport work.

The schooner Coquitlam City, which was launched from the Pitt river shipyards last year, has been chartered by the Canadian Trading company here to carry lumber from Fraser river to Wellington, New Zealand. The same company will send a second cargo from Vancouver or Chemainus in the schooner Albert Meyer, owned by the Canadian Fish and Cold Storage company of Prince Rupert. This cargo is for Melbourne, Australia. The schooner will go on berth shortly and after discharging at their ports of destination will load coal cargoes in Australia for San Francisco.

CHARTERED FOR LUMBER

King Cyrus to Load for Sydney at Westport.

To take a cargo of lumber from Westport to Sydney the American schooner King Cyrus will be towed this week from Astoria where she is now idling at the dock of the Westport Lumber company. She has been chartered by her owners to Davies & Fehon at a rate of 47s 6d.

The King Cyrus is one of many idle lumber carriers to come out of retirement in the next few days. Reports received here are that the idle fleet at Coos Bay, Willapa, Grays Harbor, Oakland Creek and Puget sound will be greatly depleted. The demand for carriers of any kind is gaining rapidly and as the better class of carriers are taken for wheat, cotton and barley deliveries the schooners alone remain.

Arrives at Eureka.

Eureka, Jan. 33.—With her cabins well filled with passengers and a big mail and freight, the North Pacific steamer F. A. Kilburn arrived at 6:55 o'clock this morning. She will depart on her return trip at 10 o'clock tomorrow morning.

Carrying passengers and mail in addition to her lumber cargo, the steam schooner Vanguard sailed for San Francisco at 3:05 o'clock this afternoon.

Fastest Towboat.

Despite her many years of hard service the Port of Portland towboat Ocklahama is still the fastest towboat on the river, according to her master, Captain Turpa. With the French bark Pierre Antonine on her tow lines she trimmed the steamer Henderson with the British ship Celtic Glen on her lines, by an even hour on the run from Portland to Astoria. The run was made in 11 hours.

Marine News From All Parts of the Globe

Tacoma has entered into a contract with the Foss Launch company for the latter to furnish a launch for fireboat purposes till such time as the council deems it adviseable to build such a boat. Heretofore Tacoma has been without such waterfront protection.

San Francisco merchants are figuring on a heavy Alaska business for next season. Their plans to build railroad and other materials call for the establishment of another steamship line within the near future.

The British steamer Montesgle has been released by the British admiralty and will be placed in the trans-Pacific service by the Canadian Pacific at an early date.

Captain R. O. Paulson, here a year ago in the Norwegian steamer Jason, now the Mexican steamer Mazatlan, is the new master of the steamer Colon, recently placed on the San Francisco-Mexican coast run. Purser T. J. Allan, with Paulson on the Jason, is also on the Colon.

The British steamer Harfleur has been sold to Strachan & Co., of Savannah, by the Union Steamship company, which owned her, and she will go into the cotton carrying trade under the American flag and the name of Georgiania.

Under charter to load lumber here for A. F. Thane & Co., the Russian bark Law Hill sailed from Wallaroo for Portland January 15. She will deliver at a United Kingdom port.

Misfortune attended the outward passage of the French bark Colonel de Villebois Mareuil, which carried barley from San Francisco to the United Kingdom last spring. Captain Vivier died enroute and later she was damaged in a gale and towed into Harwich in bad shape.

Officers and men of the steamers Patterson, Cordova and Kodiak who took part in the rescue of the crew of the cutter Tahoma last winter have been nicely remembered by the personel of the revenue cutter service at large.

The British cable ship Restoration has been changed to American registry and signed an American crew. She is on Puget Sound.

Oregon Mentor Wants Facilities

Bezdek Would Have More Athletes

Eugene, Or., Jan. 23.—Hugo Bezdek, athletic director of the University of Oregon, believes there should be more facilities for encouraging athletics at the University of Oregon. He says:

"We need more room in order to get all the men out, more time for the head of each activity to give to his men. Under the ideal system, with this large a school we should have another football field. Then the interclass games could be prepared for. The football coach would have nothing else than football to handle and he would divide his time between the two fields. All class teams would have to practice from four to six weeks before any games could be played. Then there would be no need for freshmen on the varsity. A freshman would have to be a wonderful man indeed to beat out the products of such a training system of one, two, three or four years. But there would have to be some sort of permanency in the coaching.

"Because it would not be fair to myself nor to the University of Oregon I did not accept the offer I had this fall to go back to Arkansaw as head of the department of athletics. I believed that I should give my system of building up teams, not for one season but for the next succeednig three seasons, a chance. The present head of the University of Arkansaw is a personal friend of mine and the temptation was great to return.

"But to do justice there must be more equipment here. The inter-fraternity basketball series have to run off rapidly because there is only one floor, and that a small one, and there should be at least three. Oregon has no baseball diamond.

"There is a crying need for an athletic field here and I understand that as soon as the money is available a new field will be provided.

"The man who says we are specializing in a few men in the outdoor activities has not investigated. Out of a registration of about 350 men here there are 265 accounted for in the outdoor sports, football, basketball, track, soccer and baseball. Some of these are repeaters, that is, men who are in more than one activity. And under the plan I suggest of one coach for each department and sufficient equipment this number of men learning some game could be increased.

"The American wants to win. There must be some competition in the game. Your Englishman may satisfy himself with his solitary walk but his American cousin plays the game. That is the only reason why intercollegiate contests exist. There is no doubt that there is an excess to which the student mind runs in preparation for these games, but there is a happy medium between forcing students to take exercise and satiating their winning appetites. That happy medium is in a restriction of the number of intercollegiate contests and a faculty supervision.

"I hope to start a physical culture school in the University of Oregon such as have been installed in Harvard, Wisconsin, Illinois and other big schools during the past five years. The time is past when mere athletes with an A. B. degree can go out and pose as athletic directors and get jobs with state high and secondary schools. The physical director of a school should be a trained man as well as the teacher of history or language."

When seen in regard to the signing of Coach Bezdek, President Campbell of the university said: "I am glad that our outdoor sports are to be handled in the next three years by Mr. Bezdek. I believe with him that every student should be induced to take up some game. Every student has some time to spare and there are three ways in which that time is spent: In healthy sports, in habits of physical and mental laziness, or in dissipation. To foster the growth of healthy sports is a worthy ideal.

"In the University of Oregon the schedule of athletic games is regulated and the time taken from classes minimized. Last fall the football boys lost only four days. In a recent report the president of Cornell congratulated the administration on the lessening of the number of days the college's athletes were absent on trips. The time given was twice as much as here."

INSPECTORS ARE VERY BUSY

Investigations of Various Marine Mishaps Occupy Officials.

Los Angeles, Cal., Jan. 23.—Local steamboat inspectors have been busy for the last few weeks investigating numerous accidents to steamers here. This morning Captains Ansell and Lehners began the investigation of the accident to the steamer Montanan when she ran into the wharf on the Mormon Island channel. Next Monday they will try Captain Thomas McFarland, captain of the tug Warrior, which backed into the steamer Oregonian. The investigation of the second accident to the Oregonian, which grounded in the inner harbor, has not been concluded. Captain F. H. Ryer, master of the steamer Isthmian, who ran aground on San Benito island several weeks ago, has had his license suspended for a period of six months on the ground of unskillfulness and carelessness in navigating his vessel.

TO SUBMERGE PIPE TODAY

Greatest Depth Necessary Is 60 Feet.

Under the direction of Captain H. T. Groves, superintendent of dredging for the Port of Portland, the 1500 feet of pipe necessary to carry the pumpings from the dredger Columbia to the new sea wall at Astoria will be submerged today. Southeast winds are promised by the weather man for today, and with this breeze available it is believed it will be possible to sink the pontoons and pipe. The greatest depth necessary will be 60 feet, and from that depth up to zero at the wall.

While the necessary details at Astoria are being completed, the dredger Columbia is at Tongue Point, attempting to widen the lower end of the channel. She has had poor success so far, as the east wind has made it impossible for her to work, except one day. She can finish within four days of steady work.

LARGEST IN ELEVEN YEARS

Wheat Shipments to South Africa Nearly Million Bushels.

More wheat has been shipped from Portland to South Africa this season than at any time since 1902-3, according to the statement of exports kept at the Merchants' Exchange. In that year over 2,000,000 bushels of the cereal were shipped from this port to Cape Town and other South African ports, while close to 1,000,000 bushels have already left this port this season. The British ship Clackmannanshire, carrying wheat for Cape Town, is to leave down in tow of the steamer F. B. Jones today. En route she will stop at the Pitcairn islands, where Captain Kerbyson will distribute a shipment of stores for the islanders contributed by charitably inclined Portlanders.

HALL IS BACK IN PORT

Schooner Has Uneventful Trip Up From Mexican West Coast.

With the distinction of having landed in Mexico the largest straight lumber cargo ever left in a Mexican West coast port the American schooner H. K. Hall, Captain Dan Killman is back in port. The Hall took 1,606,000 feet of lumber from Coupeville to Santa Rosalia, arriving there November 28. The American schooner Geo. E. Billings, had, according to Captain Killman, held the previous record with 1,550,000 feet. Beyond rough weather, while she was bound up the coast in ballast, the Hall had an uneventful trip.

Breakwater Leaves Out.

Marshfield, Or., Jan. 23.—The steamer Breakwater, with passengers and freight for Portland, sailed this afternoon. The steamer Adeline Smith with a big cargo of lumber sailed from Marshfield at 5 p. m., and will probably cross the bar tonight.

At North Bend the Breakwater collided with the wharf and sustained slight damage.

Steamers in Collision.

While bound into Eureka on her last trip south, the steamer Geo. W. Elder was in collision with the steamer Brooklyn, bound out from that port, but the damage sustained was insufficient to cause delay. The Elder was examined by Marine Surveyor McNaught yesterday, and will sail today for Coos Bay and Eureka. The Brooklyn struck the Elder a glancing blow on the after starboard quarter.

FINLAND HAS CLOSE CALL

Narrowly Escapes Rocks in Nearing Flattery; Japanese Liner Finishes

Tacoma, Wash., Jan. 23.—The Japanese liner Awa Maru will complete her cargo for the Orient tonight. She will shift to Seattle to take additional freight and will sail for the Orient on Tuesday morning.

The Russian ship Finland, which is now in port to load wheat for the United Kingdom, narrowly escaped going on the rocks as she neared Cape Flattery on her voyage from Guayaquil to Puget sound. Captain Engbom says it was one of the closest calls he had ever experienced. In thick weather the ship got inside the Umatilla reef lightship before those on board realized her position and it was with difficulty that she was worked back away from the breakers.

Happiness Hangs Around This Man

Montclair, New Jersey, Has a Man Who Lets No Political Fortune or Misfortune Bother Him.

Montclair, N. J., Jan. 23.—Ernest C. Hinck,