TWO HULLS DUE FOR BAPTISM IN PORTLAND TODAY

War Archer and Santiam Scheduled to Slide Down Ways to Help Win the War.

REAL CHAMPAGNE PROMISED

Total of Ten Steel Steamers Have Been Turned Out by Portland Yards Since March.

With the launching today of the hulls of the steamers War Archer and Santiam at the plants of the Northwest Steel company and Columbia River Shipbuilding corporation, adjoining each other in South Portland, a total of 10 steel steamers will have been turned out at Portland since March. All but two went to the government as units of the new merchant marine fleet, having been commandeered. The two not going to the government were completed and turned over to the owners before the commandeering order was executed.

All but two are of 8800 tons deadweight capacity. The others are of 3300 tons capacity. Only three are in service at the present time, however, and just one of these is in the actual service of the government, but others will soon be ready.

War Archer Goes First

The War Archer is scheduled to take her first dip from the ways of the Northwest Steel company at 10:30 a. m. Mrs. J. R. Bowles, wife of President Bowles, was to be the sponsor.

The War Archer is one of the original "War" fleet for which contracts were granted the Northwest Steel company, but was commandeered by the government along with the others. The commandeering order not only included ships under way, but contracts as well. As in the case of others, it is presumed that the name will be changed.

The Santiam, which is a good old Oregon name of Indian origin, will leave the ways at the Columbia River Shipbuilding corporation at 2 o'clock. Mrs. James McKinley, wife of Superintendent McKinley, will be the sponsor.

Santiam Is Commandeered

The Santiam was one of the original fleet to be turned out for private account by the Columbia company, but was likewise commandeered by the government.

The launchings were to be quiet. No invitations were issued except to certain officials and a few friends of the builders.

Real champagne will be used in christening both vessels.

Steel steamers previously launched here since March are as follows:

Northwest Steel company: War Baron, March 30; War Viceroy, August 2; Westland, formerly Landaas, September 14; Westwind, formerly Haligrim, November 4; War Ally, December 5.

Columbia River Shipbuilding corporation: Westward Ho, formerly War Birdar, November 19.

Albina Machine & Engine Works: Margit, November 3; Erling, December 1.

Two Are Cunarders

The War Baron and War Viceroy are now in the service of the Cunard line. The Westland recently sailed from Portland with a cargo for an unannounced destination, being the first of the 8800 tons carriers built here to enter the service of the United States shipping board.

The War Ally and the Westwind are at the plant of the Willamette Iron & Steel works being outfitted. This concern has the contracts for outfitting all the steamers of this class turned out here.

The Westward Ho is soon to be shifted to the Willamette works to undergo her outfitting.

The Margit and Erling are at the dock of the Albina company being outfitted. Boilers for these vessels were furnished by the Willamette company. They were placed aboard soon after the vessels were launched. These are the smaller carriers, being 3300 tons dead weight capacity, while all the others are of 8800 tons.

New Keels to Be Laid

All of these yards now have received direct contracts for the construction of steel steamers for the government, and as soon as the present work is out of the way, keels under the new contracts will be laid and the work carried out as rapidly as possible.

It was this week that the Albina company received word that it had been granted the contract for four steel steamers by the shipping board. They are to be of 4300 tons, and will represent approximately $4,000,000. More such contracts are expected by this company.

It was little after the middle of December that the Columbia River Shipbuilding corporation and the Northwest Steel company were granted government steel contracts, each receiving 10. These contracts represent between $35,000,000 and $40,000,000.

Previously 10 government contracts had been granted the G. M. Standifer Construction company, which is to establish a yard at Vancouver, for 10 vessels, representing $16,500,000.

All the yards in the Oregon district have pledged to turn out certain amounts of tonnage during the coming year, and energies are directed to that end.

SHIPS TO BE FINISHED ON WAYS

Director Orders Vessel Made Ready for Machinery Before Launching.

Victoria, B. C., Jan. 12.—(I. N. S.)—R. H. Butchert, director of government shipbuilding in this port, has ordered that hereafter each steamer launched here must not be sent down the ways until every detail of the superstructure, including cabins and rough interior work, has been completed. The new plan of completing the framework of the steamers while on the ways may delay launching to some extent but it is the idea of the munitions board to be able to send the steamers as soon as they reach the water to the assembling plant without any intermediate work being necessary. At the assembling plant the boilers and engines will be installed and from there they will go north to load for whatever destination desired.

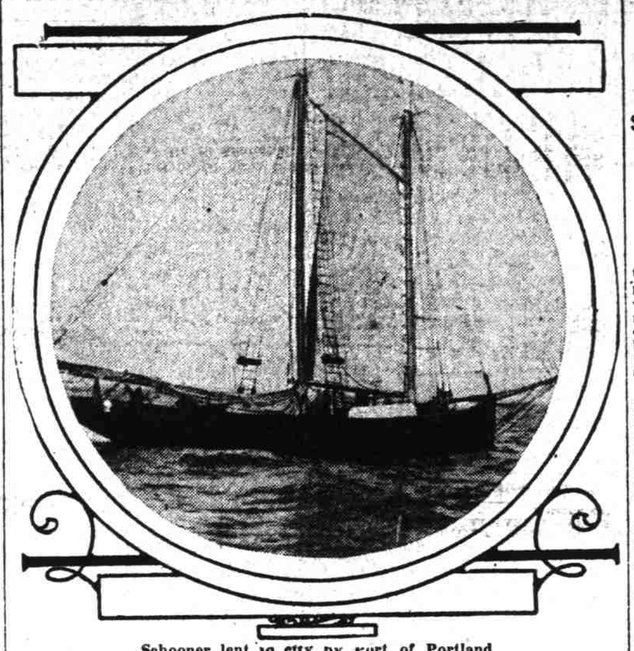
"77"

To get the very best results take Dr. Humphreys' "Seventy-seven" at the first sneeze or shiver.

"Seventy-seven" breaks up Colds that hang on—Grip. All Drug Stores.

COLDS

PULITZER TO FISH FOR CITY



Schooner lent to city by Port of Portland

The schooner Joseph Pulitzer has been lent by the Port of Portland to the city of Portland to enter the fishing trade on the halibut banks off the Oregon coast and supply the municipal fish market. The Pulitzer is a small craft but is seaworthy and has ample capacity for the purpose. The vessel was originally a pilot schooner off the New York harbor and was purchased by the Port of Portland for use off the mouth of the river, but was replaced when the port acquired the tugs Oneonta and Wallula. In taking over the vessel the city agrees to turn her back to the port within 10 days should she be needed. It is expected the Pulitzer will be ready for her new mission within three weeks. She is now being fitted for the venture. Tanks for carrying the fish will be installed.

PORTLAND WINS CONTRACTS

Marine Business Placed Here by Government in Week Totals $4,600,000.

With the award during the week of contracts to the Albina Engine & Machine works for four steel vessels and contracts for 24 Scotch marine boilers, sufficient for eight steamers of the 8800 ton class to the Willamette Iron & Steel works, Portland fared well at the hands of the government, for the contracts came direct from the United States Shipping board.

They represent approximately $4,600,000. The contracts on the steamers represent $4,000,000 alone, while the boilers represent between $500,000 and $600,000. It is said there is good reason to believe that these two concerns will receive further similar contracts.

Work on the boilers is to begin without delay and they are to be delivered at the plant. Whether they are intended for vessels building here or at other Pacific ports is not known.

The Willamette company, which is said to be the largest boiler works in the country, has been engaged in this kind of work for some time and has turned out the boilers for all the 8800 ton steamers outfitted here. It has the record of turning out nine such boilers each month.

Many have been shipped to other places along the coast and in some instances shipments have been made to the orient.

The Albina company will start on its contracts as soon as arrangements are made for the material.

William Cornfoot, the president, and Bert C. Ball, president of the Willamette company, recently returned from a trip to Washington, where they conferred with officials of the shipping board and it was then that the matter of their companies furnishing vessels and equipment for the government was taken up.

PORT CHARGES ARE STUDIED

San Francisco Chamber of Commerce Making Inquiry Into Situation.

San Francisco, Jan. 12.—Port charges and waterfront cargo handling equipment are two important phases of port development which the harbor inquiry committee of the Chamber of Commerce has immediately in hand.

Steamship men have been called before the committee at its regular sessions which have buckled down to three meetings a week and will thus be continued until the inquiry is completed.

Developed as one of the points of discussion at the meeting Thursday was the comparison of charges between San Francisco and Seattle. Shippers take the position that the revenue at the port of San Francisco is laid too heavily upon the ship and not sufficiently upon the cargo.

This is a bone of contention in theory of port charges which the committee is making a special note of during its inquiry.

CAPTAIN LEFT SNUG FORTUNE

George Scott Estate Estimated Worth More Than $200,000.

San Francisco, Jan. 12.—Six children and four grandchildren are named as beneficiaries in the will of Captain George Scott, mariner, shipowner and capitalist, who died Christmas day at the age of 70 years.

The estate, consisting of $50,000 in cash in bank, about $82,000 in stocks and bonds and interests in vessels, is estimated to be worth more than $200,000.

The will was filed for probate today by the Mercantile Trust company, designated by Captain Scott as executor.

MOTORSHIP USES LITTLE FUEL

Danish Vessel Circles Globe and Has Oil Enough to Go to Shanghai.

San Francisco, Jan. 12.—An extraordinary record in steaming radius has been made by the Danish motorship Peru, now in this port. The chief engineer showed his fuel accounts to prove the Peru circled the globe and still had enough of its original fuel left to take it to Shanghai.

The Peru was built in Copenhagen 14 months ago. It took on fuel here and has been around the world.

Engineer Stoll Married

San Rafael, Cal., Jan. 12.—(I. N. S.)—Gus Stoll, chief engineer of the steamer Christina of the W. L. Grace company line, and well known in steamship circles, was married here today to Mary Peterson, daughter of Captain Peterson. The couple will reside in San Francisco.

News of the Port

Arrival January 12

Washtenaw, American steamer, from Port San Luis, oil.

Departure January 12

Rose City, American steamer, for San Francisco and San Pedro, passengers and freight.

MARINE ALMANAC

Weather at River's Mouth

North Head, Jan. 12.—Conditions at the mouth of the river at noon: Wind, northwest, 18 miles; sea, moderate.

Sun Record for January 14

Sun rises 7:50 a. m. Sun sets 4:51 p. m.

Tides at Astoria Monday

High water.	Low water.
2:05 a. m., 8.3 feet.	8:00 a. m., 2.6 feet.
1:38 p. m., 9.8 feet.	8:36 p. m., 1.0 feet.

AT NEIGHBORING PORTS

Astoria, Jan. 12.—Arrived at 5 and left up at 6:30 a. m., steamer Johan Poulsen from San Francisco; left up at 9:30 a. m., steamer Washtenaw; sailed at 11 a. m., steamer Daisy Freeman for San Pedro via Aberdeen; arrived at 11 a. m., and left up at noon, steamer Daisy Mathews from San Francisco; sailed at 3:20 p. m., steamer Atlas towing barge 91 for San Francisco.

San Pedro, Jan. 12.—Sailed, steamer Beaver for Portland via San Francisco.

Astoria, Jan. 11.—Arrived, steamer Washtenaw from Port San Luis; arrived down at 8 p. m., schooner Alumna.

San Francisco, Jan. 11.—Sailed, steamer Klamath for San Pedro.

Los Angeles, Jan. 12.—Arrived, J. B. Stetson, Grays Harbor, 1 a. m.; Helene, Grays Harbor, 5 a. m.; steamer Daisy Matthews, Columbia river, 6 a. m.; Santa Barbara, Portland, 2 p. m.; Tiverton, Columbia river, 11 a. m.; Admiral Farragut, Seattle, 9 p. m.

Sailed—Santiam, Astoria, 1 a. m.; Celilo, San Diego, in the night; Mandalay, Crescent City, 3 p. m.; Norwood, San Francisco, 10 a. M.; Grays Harbor, Grays Harbor, 3 p. m.; Beaver, Portland, 4 p. m.; Shasta, Columbia river, 6 p. m.; Nehalem, Grays Harbor, 6 p. m.; Daisy Gadsby, Columbia river, 7 p. m.

Port Townsend, Jan. 12.—Arrived, 12:20 a. m., Robert Hind; Mukilteo, 12:30 a. m.; Japanese steamer Shingo Maru, Dairen, via Muroran, proceeding to Seattle at 9 a. m.; 8 a. m., Alameda, for Seattle and Tacoma, proceeding.

Sailed, 12:30 a. m., Multnomah, San Pedro; 11 a. m., Richmond, for San Francisco; 1:30 a. m.; Admiral Watson, San Francisco; 5:30 p. m., schooner Helene, Honolulu.

San Francisco, Jan. 12.—Arrived: W. S. Porter, from Everett, at 1:05 a. m.; Phoenix, from Bandon, at 1:20 a. m.; San Juan, from Balboa, via Mazatlan; G. C. Lindauer, from Marshfield, at 2 a. m.; Pasadena, from Albion, at 2:40 a. m.; Brooklyn, from Bandon, at 3 a. m.; Yellowstone, from Marshfield, at 3:45 a. m.; Yale, from Los Angeles, at 8 a. m.; Argyl, from Port San Luis, at 11:35 a. m.; Homer, from Santa Barbara, via way ports, at 4:05 p. m. Sailed: City of Topeka, for Eureka, at 12:10 p. m.; Rainier, for Seattle and Vancouver, at 2:20 p. m.; Yale, for Los Angeles and San Diego, at 3:25 p. m.; Helen H. Drew, for Greenwood, at 5:55 p. m.; Daisy, for Gray's Harbor, at 6:05 p. m.; Phoenix, for Bandon, at 6:30 p. m.; Elizabeth, for Bandon, at 6:40 p. m.; Acme, for Bandon, at 7:15 p. m.

Seattle, Jan. 12.—Sailed: Admiral Evans, at 6 p. m., for Southwestern Alaska; Admiral Watson, at 6 p. m., for San Francisco; Cordova, at 11 a. m., for Southwestern Alaska, via Nanaimo; Richmond, at 7 a. m., for San Francisco, via Point Wells. Arrived: Shingo Maru, at 1 p. m., for Orient; Ketchikan, at 7 a. m., for Alaska via Tacoma; Alameda, at 8 a. m., for Seward.

Port Ludlow, Jan. 12.—Sailed: Idaho, for San Francisco.

Point Wells—Sailed: Richmond with barge 93 in tow, at 9 a. m., for San Francisco. Arrived: N. G. Scofield, at 6 a. m., from San Francisco.

Everett—Sailed, Jan. 11: Multnomah, for San Pedro.

Nanaimo, B. C., Jan. 12.—Arrived: Cordova, from Seattle.

Forecasts

Portland and vicinity—Sunday, rain; fresh southerly winds.

Washington and Oregon—Sunday, rain; fresh southerly winds. EDWARD L. WELLS, Meteorologist.

Daily Meteorological Report

Station	Max. Temperature	Precipitation past 24 hours	Wind: Velocity	Wind: Direction	State of Weather
Baker	38	.16	4	NE	Cloudy
Chicago	4	.34	30	W	Snow
Denver	22	0	4	NE	Clear
Des Moines	0	0	12	W	Clear
Duluth	6	.04	18	W	Cloudy
Eureka	54	1.20	18	N	Cloudy
Helena	30	.03	4	SE	Cloudy
Los Angeles	60	0	..	SW	Cloudy
Marshfield	56	1.08	4	NW	Pt. Cloudy
Medford	54	..	4	NE	Pt. Cloudy
Minneapolis	2	.01	20	NW	Cloudy
New York	46	1.16	30	W	Cloudy
North Head	48	.12	18	NW	Cloudy
No. Yakima	36	0	6	NE	Clear
Phoenix	60	0	..	E	Pt. Cloudy
Portland	55	.16	6	W	Cloudy
Roseburg	52	.80	4	NW	Pt. Cloudy
Sacramento	48	.74	4	N	Cloudy
St. Louis	34	0	4	SW	Clear
Salt Lake	40	1.00	4	NE	Snow
San Diego	60	0	10	S	Cloudy
San Fran.	58	.30	8	NE	Cloudy
Seattle	48	.08	4	NE	Rain
Spokane	28	.28	8	S	Cloudy
Tacoma	48	.08	18	SW	Cloudy
Tatoosh Is.	48	.26	22	W	Pt. Cloudy
*Valdez	12	0	0	..	Rain
Walla Walla	42	.04	6	S	Cloudy
Washington	38	1.48	18	SW	Clear
Winnipeg	8	0	18	NW	Clear

(*) a. m. today.

Local Record

Portland, Jan. 12.—Maximum temperature, 55 degrees. Minimum temperature, 44 degrees. River reading, 8 a. m., 13 feet. Change in last 24 hours, .4 foot rise.

Total rainfall (5 p. m. to 5 p. m.), .16 inch. Total rainfall since September 1, 1917, 22.31 inches; normal rainfall since September 1, 1917, 22.06 inches; excess of rainfall since September 1, 1917, 0.25 inches.

Sunrise, 7:51 a. m.; sunset, 4:49 p. m.; total sunshine, 5 hours, 10 minutes; possible sunshine, 9 hours, 58 minutes.

Moonrise, 7:33 a. m.; moonset, 5:03 p. m.

Barometer (reduced sea level) 5 p. m., 29.92 inches.

Relative humidity at noon 57 per cent.

SHIPPING BOARD HAS TRAINED MANY MEN FOR MERCHANT SHIPS

Schools Keeping Up With Work of Putting American Flag on Seas.

By Henry Howard

Director of Recruiting, U. S. Shipping Board

There seems to be apprehension in the public mind that the shipping board is taking no measures to provide crews for our new merchant marine, and it seems to rest on a want of information of what the shipping board has actually done and is doing to man the nation's new merchant ships.

The board through its recruiting service, has issued several statements recently through the press as to its work in creating an adequate personnel for the new merchant marine; but in the pressure of world news, these statements do not seem to have attracted the attention that it appears to me they merit.

Furthermore, the effect of official statements in behalf of the merchant marine seems to have been offset in the public mind by recent persistent attacks upon the character of our merchant seamen. The fact that for 2½ years of nominal peace, but of actual war, before this country drew its sword in the defense of democracy, our merchant sailors carried the flag back and forth across the Atlantic, in spite of the brutal piracy of the German submarines, seems today to weigh for little in the public mind.

Hundreds Being Trained

Surely such a situation might cause a smile at Potsdam.

The great work for which the shipping board's recruiting service was created, the building up of an all-American personnel of officers and men for the new ships, has been going on since last June. It began with the training of officers at free schools in navigation and marine engineering at various ports on the Atlantic and Pacific Coasts and the Great Lakes. At these schools about 600 men a term are being trained, the engineering term being one month and the navigation term about six weeks. On graduating, these students are sent to sea as reserve officers of the merchant marine for further training, preliminary to their being licensed as mates or engineers. By this method enough American officers have been trained in the part six months to keep pace with the demand arising from our increased merchant tonnage.

We have navigation schools at Rockland and Portland, Maine; at Cambridge, Mass.; New York, Philadelphia, Baltimore, Newport News and Norfolk, Jacksonville, Mobile, New Orleans and Galveston, San Diego, Los Angeles, San Francisco, Portland, Or., and Tacoma and Bellingham, Wash. We have free engineering schools at the Massachusetts Institute of Technology, Cambridge; at the Stevens Institute Hoboken, at Philadelphia; at Johns Hopkins university, Baltimore; at the Case School of Applied Science, Cleveland; at Washington university, Seattle, and at Tulane university, New Orleans.

The recruiting service of the shipping board is now engaged in an extension of its work to embrace the training of crews for our new ships, including seamen, firemen, oilers, water tenders, cooks and stewards, in accordance with authority received from the board on December 7. American seamen came forward at once to enter the new training service, not less than 500 applying at my office and in the Boston custom house in the first five days after the plan was announced, for service in what I may term the rank and file of the new merchant crews.

Only Americans Accepted

Our plan for preparing these men for service at sea is based on the best experience of our own and other maritime nations. It calls for the use of a squadron of training ships to take men to sea for intensive drilling in the duties of the mercantile mariner.

It is expected that six weeks of intensive drill at sea will fit a man of ordinary intelligence for duties as seaman, and a month for those of fireman. These are the two arms of the service in which there is the greatest need of capable men.

None but citizens may enter the shipping board's training service, and the enthusiasm with which the actual work of training is being carried out seems to me to assure all-American crews for our new ships, such as have so long been the dream of all true friends of our merchant marine.

An Inspiration

From the Brooklyn Citizen

"Mammy, what yo' goin' to gib me on mah birthday?"

"Nuffin,' if yo's good chile."

Everyone Should Drink Hot Water in the Morning

Wash away all the stomach, liver, and bowel poisons before breakfast.

To feel your best day in and day out, to feel clean inside; no sour bile to coat your tongue and sicken your breath or dull your head; no constipation, bilious attacks, sick headache, colds, rheumatism or gassy, acid stomach, you must bathe on the inside like you bathe outside. This is vastly more important, because the skin pores do not absorb impurities into the blood, while the bowel pores do, says a well-known physician.

To keep these poisons and toxins well flushed from the stomach, liver, kidneys and bowels, drink before breakfast each day, a glass of hot water with a teaspoonful of limestone phosphate in it. This will cleanse, purify and freshen the entire alimentary tract, before putting more food into the stomach.

Get a quarter pound of limestone phosphate from your pharmacist. It is inexpensive and almost tasteless, except a sourish twinge which is not unpleasant. Drink phosphated hot water every morning to rid your system of these vile poisons and toxins; also to prevent their formation.

To feel like young folks feel; like you felt before your blood, nerves and muscles became saturated with an accumulation of body poisons, begin this treatment and above all, keep it up! As soap and hot water act on the skin, cleansing, sweetening and purifying, so limestone phosphate and hot water before breakfast, act on the stomach, liver, kidneys and bowels. (Adv.)

Data Compiled Showing Inspection Work Here

Answer Is Made to the Efforts of Senator Martin That Would Place Portland in a Class Far Below the Other Coast Cities.

Certain eastern lawmakers will be shown that they have a poor conception of Portland as a seaport by data just compiled from records of the United States steam vessel inspection service as the reults of a bill proposed in congress that, if passed, would give Portland a rating among the lowest cities in the matter of steam vessel inspection.

The bill is fathered by Senator Martin of Virginia and is now in the hands of a sub-committee of the senate committee on commerce for consideration. It provides for one local inspector of hulls and one of boilers in three different grades. In the first group, with salaries of inspectors at $3000, would be placed San Francisco and Seattle. In the second group, with salaries of $2500, would be Los Angeles, Juneau, St. Michael and Honolulu. Portland would drop down among cities of the lowest class, with salaries of $2250.

Figures Tell Own Story

The data compiled are from the annual report of the supervising inspector general for the year 1917 and show how the work of the local inspectors stacks up with the work at Honolulu, Juneau, St. Michael and Los Angeles. In many cases the work at Portland exceeds the combined work at all of those ports. The table containing the records speaks for itself and is herewith reproduced:

Character of.	Portland, Oregon.	Honolulu, Hawaii.	Juneau, Alaska.	St. Michael, Alaska.	Los Angeles, Cal.
Steam vessels inspected	110	21	38	19	11
Motor vessels inspected	26	7	12	8	12
Gross tonnage inspected, steam	27,723	10,550	2,472	7,754	5,106
Gross tonnage inspected, motor	9,030	506	552	105	565
Seagoing barges inspected	4	1	1	0	3
Seagoing barges inspected, tonnage	4,227	913	1,536	0	986
Foreign vessels inspected	0	6	0	6	0
Foreign vessels inspected, tonnage	0	58,511	0	4,740	0
Total number of vessels inspected	140	35	51	28	28
Total gross tonnage inspected	40,980	70,480	4,560	12,599	6,657
Vessels reinspected	77	2	0	0	8
Licenses issued	698	78	178	77	881
Licenses suspended or revoked	12	2	2	1	2
Licenses refused	0	1	0	0	2
Violations of law investigated	17	13	8	3	7
Passengers carried	978,776	86,844	895	11,950	1,540,272
Government boilers inspected	96	16	4	15	7

Many Ships Now Building

Accompanying this data is a statement issued by the United States immigration office at Portland showing the number of vessels under construction, actually contracted for, shipyards in operation and other statistics as follows:

	Actually under construction.	Actually contracted for.
Seagoing wooden vessels	73	124
Seagoing steel vessels	17	56
	90	180

	Shipyards in actual operation.
Seagoing wooden vessels	17
Seagoing steel vessels	3
	20

Ships' ways actually in use at present time, 90.

Number of men actually employed in ship construction at present time (December 20, 1917), 15,000; shipyards estimate 3000 additional men will be employed within the next 60 days.

Number of marine boiler shops in Portland, Or., 9.

Number of marine drydocks at Portland, Or., 2.

SHIPPING NOTES

The Snow and Burgess a five masted schooner owned by Andrew F. Mahony, has arrived in Manila, only 74 days out from Durban, South Africa. The distance is 8000 miles, so the average run was more than 100 miles a day. Nothing approaching this is to be found in the records.

Louis T. Jordan, son of the late pilot and formerly United States hull inspector in Seattle, will take out Mayor James Rolph's new tug Undaunted, recently commandeered by the government, with the rank of lieutenant commander.

The four masted schooner Defiance, out 118 days from Manila, made a Pacific port recently in a leaking condition The vessel had passed through four typhoons and the center of one storm. Most of her deck load was gone and the crew declared their intention to have Captain Saletzke arrested by the federal authorities. For three days and nights all hands, including Mrs. J. C. Saletzke, wife of the captain, worked at the hand pumps to keep the schooner afloat. There was no canvas to keep her hove to, and she was forced to run before the wind under a single forestay. All the time the circular movement of the wind forced her farther and farther into the strongest part of the blow. When the Defiance left Manila she had a deck load of dry hardwood. In the first typhoon, on September 29, the wood became soused with water and took on so much extra weight that the vessel went nearly three feet lower in the water until her decks were awash. The members of the crew on arrival said that the captain had overloaded the schooner dangerously and was responsible for the danger and stress through which they had passed. Captain Saletzke said that he had only one man on board who was a sailor and that the rest had shown themselves to be a gang of sea lawyers.

Walter Scammel has received cable advices from Lyttleton, N. Z., that the British barkentine Amy Turner would be raised and that the damage to the vessel was little. She was scuttled when on fire about three weeks ago.

The four-masted ship William T. Lewis arrived at San Francisco this week from Nanaimo with coal. She towed as far as the Eureka offing, where the tug Relief left her to sail down, as weather was too heavy for towing. Captain Atkinder complained on arrival that all he could ship for a crew at Nanaimo was a gang of I. W. W. that the authorities wanted to get rid of. The William T. Lewis is owned by the Rolph Navigation & Coal company.

The Norwegian motorship Bayard will be berthed at San Francisco for Sydney and Melbourne by G. W. McNear, Inc. (prompt).

The crew of the Rolph schooner Ariel, wrecked off the Japanese coast near the Chiba Prefecture on December 3, arrived in Tokio on December 21. The captain, Frank Lindquist, was staying by his vessel in the hope of saiving her. The crew stayed on board for three days trying to float the Ariel, but finally had to make their way ashore through the breakers. The Ariel left Seattle for Durban on December 3, 1916. Off Formosa the schooner ran into a typhoon and struggled with the winds for two months before she neared Oshima island. Running short of provisions, Captain Lindquist decided to put into Chiba, and so ran ashore.

The Norwegian motorship Brazil will be berthed at San Francisco for Wellington, N. Z., by G. W. McNear Inc. (prompt).

The American motor barge Nuuahu has been sold by the General Petroleum company to the Philippine Vegetable Oil company for the reported sum of $300,000. The purchasers will use the Nuuanu to run in between islands to collect cocoanut oil, which is now a high priced product and invaluable for munition making. She is out on the ways in East Oakland, and will later be rigged as a schooner in addition to her engine.

Licenses for export imposed by the government are causing a grave hardship on San Francisco because of its distance from Washington, D. C., where the licenses are issued, according to merchants there. Shippers in the cities near the capital can obtain licenses within a few hours, they say, whereas it takes San Francisco shippers from 10 days to two weeks. As a result Australian and Oriental firms are sending their business to eastern ports, instead of to San Francisco, even for California products.

The Hanlon company on San Francisco bay laid the first keel of the steel steamers it has contracted for with the government on Thursday afternoon. The hull is known officially as No. 78. The keel of No. 79 will be laid on Monday. The Hanlon yard, converted under war conditions from a wooden construction area to a capacity for four steel construction slips, is in a position to turn out fabricated vessels at a great speed.

The steamship J. E. O'Neil, recently built at a Pacific port for the Atlantic Refining company of Philadelphia, left Saturday morning for a Pacific port on her maiden voyage. She is a 5394 ton steamer and carries 75,000 barrels of oil.

Ship Contracts Obtained

San Francisco, Jan. 12.—Robert S. Moore, vice president of the Moore Shipbuilding company of Oakland, has returned from Washington with the news that he had secured contracts for 16 additional freighters, making a total of 32, at a cost of about $60,000,000. Former contracts amount to $25,000,000.

Moore expects to have more than 8000 employes at work within a short time, as against the present force of between 4000 and 5000.

Harvard and Yale to Stay

San Francisco, Jan. 12.—For his services in acting as receiver of the Metropolitan Steamship Co., and in effecting a compromise of the litigation between the corporation and H. H. Hart, Attorney William H. Humphreys was awarded a fee of $20,000 and $2400 costs in Judge Van Nostrand's court today. The fee and costs were agreed upon between the litigants. By the compromise effected by Humphreys, the steamers Harvard and Yale will remain on the Pacific coast.

RAIDERS GUARDED AGAINST

Further Steps Are Taken by Government to Prevent Filibustering.

Washington, Jan. 12.—(I. N. S.)—Further safeguards to prevent filibustering and provisioning of sea raiders from American shores were put into effect today. The treasury department, the department of commerce and the war trade board forwarded to all collectors of customs joint regulations affecting new and rigid rules governing ship clearances. The principal change provides that special affidavits must be made by ships' officers as to their exact destinations and courses and the cargoes carried. Extra precautions are provided to prevent provisioning of other ships at sea or the transshipment of any cargo or part of cargo.

Mystery Vessel Reported

A Pacific Port, Jan. 12.—(I. N. S.)—The presence of a "mystery vessel" in the Pacific was reported to the navy department today by Captain A. A. Dunning of the steamer San Juan, on its arrival from Mexican ports. The ship was encountered off the Mexican coast flying distress signals. While approaching to render assistance the San Juan narrowly escaped being rammed by the stranger, evidently maneuvering for the purpose. The "mystery vessel" then disappeared in a fog bank.

Will Be Returned

The Alaska packers' ships, now under charter to the Matson Navigation company, and which have been carrying cargoes to the Hawaiian islands, and helping out the sugar situation on return, will be taken away from the Hawaiian run on their return and given back to the Alaska packers in time to go north for the salmon pack, according to advices received in Portland Saturday.

Had to Leave Some

The Emerald line steamer Breakwater left several tons of cargo for Portland on the dock at San Francisco, when she left there Thursday, so Andrew F. Mahony has called on the steamer Prentiss to help out. The Prentiss is only a steam schooner, but has capacity enough to take on all the leftover cargo, it is said. The Breakwater is due here some time today.

New Masters

Steamer Admiral Dewey—G. H. Zeh, vice H. E. Halvorsen.

Steamer Santa Isabel—R. S. Ramsey vice O. I. Olsen.

Steamer Alvarado: Victor Ahlin; vice, K. A. Ahlin.

Schooner Harvester: J. F. Colstrup; vice, F. E. Rhodes.

Barge William H. Smith: J. F. C. Moller; vice, H. E. Hermanson.

Tug and Barge Sail On

Marshfield, Or. Jan. 12.—The tug Pioneer, with the barge Washougal in tow, which put in here yesterday when making slow progress against a heavy wind, continued the trip south today, leaving at 10:30 a. m.

Farmers along the coast at Bandon Friday afternoon, hearing the Pioneer's siren, took for granted it was a ship in distress, reported it as such, and this accounts for the report late that afternoon that a vessel was calling for assistance off Bandon.

Bargain Day Period

Jan. 22d to Feb. 5th

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