

# WASHOUGAL RUN TO BE KEPT UP, IT IS BELIEVED

## Withdrawal of Steamer Harkins May Be Compensated for by Entry of Metlako in the Field.

Service between Portland and Washougal will not be abandoned according to reports along the waterfront, even though the Jessie Harkins has been sold by the Hosford Transportation company to the Shaver Transportation company and definitely withdrawn from the run. It is believed that the river steamer Metlako, now docked at the foot of Taylor street, may be placed on this run.

The Jessie Harkins was built in Vancouver, Wash., in 1904, and has been operating in the Washougal service since that time. M.K. shippers particularly depended upon this vessel to bring their shipments to Portland on time.

With the Harkins off the run, the shippers are anxious to know whether the service to Washougal is to be continued. The river steamer Ione will continue to make the run to Camas.

If a deal should be consummated placing the Metlako on the Washougal service, the shippers would have a larger vessel by approximately 50 net tons. The Metlako is 21 feet greater in length than the Jessie Harkins and was built in Portland in 1906.

### RIVER STEAMERS PURCHASED

One to Operate in Upper Columbia and Two in Willamette.

Purchase of the river steamers Gramona, Pomona and Oregona from Captain A. B. Graham by the Inland Empire Boat & Truck Line has been made, according to announcement by M. E. Lee, organizer of the company. The boats are to be repaired and converted from wood to steel hulls by March 1. The Gramona is to operate on the upper Columbia river and the other two vessels on the upper Willamette.

Service stops in the Columbia river service will be Kennewick, Pasco, Wallula, Umatilla, Blalock and Rufus. Landings in the Willamette service will be made at Holtville, Grayford, Salem, Albany, Corvallis and Eugene. Auto trucks are to be used as feeders in gathering freight from contiguous territory.

Captain A. B. Graham is manager of the company and Captain Clyde Raabe operator.

### GREAT TRADE OPPORTUNITIES

Australian Speaks to Portland Foreign Commerce Club.

"During the war America has been changed from a debtor to a creditor nation, and 37 opportunities are grasped in a great period of foreign commerce is bound to result." This message was given members of the Portland Foreign Commerce club at their first regular banquet and program meeting Monday evening by James Crockett of Sydney, Australia, Jewel Gunner-Crockett, Ltd. The meeting was held in the Oregon building and about 75 importers, exporters, shippers and bankers were present.

Addresses were also delivered by J. F. Buckley, newly appointed oriental traffic agent for the Port of Portland commission; W. A. McIrae, local manager of the Bank of California; Charles A. Malhotra, Pacific International company, and F. E. Larsen, vice president of the Pacific International company. Larsen told of the purposes for which the club was formed.

### CANSMSET DISABLED

Steamer Proceeds Slowly With Machinery Out of Order.

With machinery out of order, the steel steamer Canismset, bound from Pearl Harbor to Puget Sound, reported by wireless this morning that she was proceeding slowly to San Francisco. The

Canismset is one of the vessels recently allocated to the European-Pacific company for service between Portland, other Pacific ports and Northern European ports. The Canismset is due to arrive in the local harbor late this month and will be operated here by the Columbia-Pacific Shipping Co. The Pacific coast agents for vessels of this service are Williams Dimond & Co. of San Francisco.

### ALL ALONG THE WATERFRONT

The wooden steamer Clackamas, which has been loading ties for the United Kingdom, moved from municipal dock No. 1 this morning, after completing her cargo, to the Pacific Coast coal bunkers. The Clackamas may leave down the river this evening, according to an announcement made by the Columbia-Pacific Shipping company, her operators.

With a full cargo of flour for the Atlantic coast, the wooden steamer Marshfield was scheduled to leave down the river this evening. The Marshfield is being operated by the Pacific Steamship company and is the second wooden steamer to be loaded with flour in the Columbia river district.

The schooner Mindoro, which was scheduled to leave Westport today with lumber for Australia, has been ordered to remain docked at that point until further orders.

Passengers and cargo for San Francisco were taken out Monday night by the San Francisco & Portland Steamship company liner Rose City, which left Portland at 8 o'clock.

### Wawalona Added to Orient Service

Assignment of the shipping board steamer Wawalona to the Pacific Steamship company for permanent service between Portland and Japan was announced Monday by C. D. Kennedy, local director of the division of operations of the shipping board. The Wawalona left the Columbia river for Yokohama November 15, with general merchandise and sailed for her return trip to that port February 4. The Wawalona is due to arrive in Portland Tuesday and load a cargo for Kobe, sailing March 9.

### Would Make This Port of Call

Urging that the petition of the United State Steel Products company to trade between Atlantic and Pacific ports via the Panama canal be granted, Senator McNary has appeared before the inter-state commerce commission, according to information received by the Chamber of Commerce. Definite permission to establish the line, which would make Portland a port call, will be delayed until after March 5, when the commission will grant a final hearing on request of the steel company.

### Brings Nitrate Cargo From Chili

Due to arrive in Portland Monday, the steamer Idaho with a cargo of nitrate from Talaiti, Chile, will not get into the Columbia river before Wednesday, according to reports received by the Merchants' Exchange this morning. The Idaho is bringing 800 tons of nitrate for Balfour, Guthrie & Co., to be used as fertilizer. The vessel sailed from the South American port January 25 and was originally destined for San Pedro. Other nitrate carriers may come to this port later.

### News of the Port

Arrivals February 17  
Florence Olson, American steamer, from San Francisco via Astoria, ballast, for St. Helena.

Departures February 17  
Marshfield, American steamer, for New York, for Orient, four.

### MARINE ALMANAC

Weather at River's Mouth  
North Head, Feb. 17.—Conditions at the

mouth of the river at noon: Smooth, wind northwest 5 miles, weather cloudy, humidity 89.

Tides at Astoria Wednesday  
High Water: 0:17, 7:3, 8:20 a. m., 2:53 p. m., 11:57 p. m.; .83 feet  
Low Water: 6:20 a. m., 1:01 p. m., 7:50 p. m., 3:01 p. m.; .01 feet

### DAILY RIVER READINGS

STATIONS.	Flood stage.	Height (in feet)	Change (in feet)	Time (in hours)
Umatilla	25	0.8	-0.1	0
The Dalles	40	0.8	-0.1	0
Eugene	20	0.8	-0.1	0
Albany	20	0.8	-0.1	0
Salem	20	0.8	-0.1	0
Oregon	20	0.8	-0.1	0
Portland	15	0.8	-0.1	0

### RIVER FORECAST

The Willamette river at Portland will remain nearly stationary except as affected by the tide.

### AT NEIGHBORING PORTS

Astoria, Feb. 17.—Sailed, at 8 last night, steamer Anway for Westport, for orders. Dleft at 8 at 9 last night, steamer Florence Olson, from San Francisco, for St. Helena. Arrived, at 10 last night, steamer New York, steamer Pawlett, from trial trip for Oriental ports. Sailed at midnight, steamer Nome City, for San Francisco. Sailed, at 8:30 a. m., steamer Rose City, for San Francisco.

Kobe, Feb. 14.—Steamer Cozart, for Portland, Or.

San Francisco, Feb. 16.—Arrived, at noon, steamer Klamath, from Portland.

San Pedro, Feb. 16.—Sailed, Monday, steamer Idaho, for Portland, from Talaiti. Arrived, steamer Thierston, from Columbia river.

Astoria, Feb. 16.—Sailed, at 4 p. m., steamer City of Topeka, for San Francisco via Eureka and Coos Bay.

San Francisco, Feb. 17.—(I. N. S.)—Arrived, February 16, steamer from Seattle, 1:45 p. m.; J. A. Moffet, from Seattle, 6:45 p. m.; steamer from Greenwood, 8:20 p. m.; Alliance, from La Paz via Ensenada, 5:20 p. m.; H. P. Lovoy, from Port Ludlow, 11:50 p. m. Sailed, February 16, Ottilie Ford, for Suva, 11:30 a. m.; Elizabeth for Bandon, 2:05 p. m.; Ansonia, for Los Angeles, 2:40 p. m.; San Pedro, for Los Angeles, 8:20 p. m.; Grays Harbor for Grays Harbor, 8 p. m.; Spokane for Seattle, 8:20 p. m.; Providencia for Santa Rosalia, 6:55 p. m.; Oberlin for Grays Harbor, 8 p. m.; Willamette for Grays Harbor, 8 p. m.; Westport for Crescent City, 8:55 p. m.; tug Storm King for Westport, 8:55 p. m.; tug Storm King for Westport, 8:55 p. m.; tug Storm King for Westport, 8:55 p. m.

San Francisco, Feb. 17.—(I. N. S.)—Arrived, Silver Shell from Portland, 1:30 a. m.; Josina Smith from Coos Bay, 2 a. m.; Linkmak from Albion, 6:45 a. m.; Matsonia from Honolulu, 8:30 a. m.; Westport from Westport, 8:30 a. m.; Whittier from Port San Luis, 4 a. m. Sailed, Neacum for Brookings, 1 a. m.; Lerman Stewart for Port San Luis, 4:35 a. m.; Captain A. F. Lucas for Point Wells, 9:45 a. m.

### New Financing by American Business Takes Great Jump

During 1919 new financing by American states and municipalities is reported at more than \$750,000,000 compared with about \$262,000,000 for 1918, while the annual issuance of municipal bonds in previous years ranged from \$350,000,000 to \$500,000,000.

Foreign dollar loans issued in the United States during 1919 were about \$610,000,000, the only issues during 1918 being a total of about \$6,600,000 provincial, corporation and railroad loans of Canada.

Public utility financing is reported at over \$500,000,000 compared with \$451,000,000 in 1918. Industrial financing was reported at over \$2,580,000,000 as compared with \$2,090,000,000 in 1918. Railroad financing was reported at over \$332,000,000 compared with \$237,000,000 in 1918.

It is difficult to obtain accurate information concerning the issuance of these various classes of securities but the above estimates give an approximate idea of the volume of flotations, which in 1919 were estimated at \$4,870,000,000, compared with \$1,833,600,000 in 1918.

### Credit Men Father Fire Prevention

The Portland Association of Credit Men, which in 1915 took the initiative in organizing the fire protection campaign, is again showing its aggressiveness in furthering a movement for organizing a local chapter of the National Fire Protection association. S. L. Eddy, chairman of the fire insurance and prevention committee of the National association of Credit Men, announces that on February 18, at 8 p. m., a smoker will be held in the main dining room of the Chamber of Commerce for the purpose of organizing a Portland chapter. Jay Stevens, with a fire prevention motion picture, with state and city officials, will be present to explain the organization in detail.

### PROMINENT BRIDGE BUILDER IS BURIED



Robert Wakefield

Funeral services for Robert Wakefield, contractor and president of the Portland Bridge & Building Co., were held under Masonic auspices, from the Finley chapel at 1 p. m. today. Interment was at Riverview cemetery. Wakefield died at the family residence, 548 Yamhill street, on Friday, February 13.

For 25 years Wakefield resided at Chicago, where he was connected with several railroad companies before he transferred his interests to Rochelle, Ill., and later, in 1886, at the age of 42 years, he came to Portland as superintendent of bridges for the O. R. & N. Co. He had charge of the construction of the original steel bridge over the Willamette river for that company. Wakefield was a native of Nottingham, England, where he was born in 1844, coming to the United States 17 years later.

He was a member of the Chamber of Commerce, the B. O. P. Elks, the Masons and the Shrine. The widow, Mrs. Della Wakefield, two sons, William and Frank and two daughters, Mrs. Nellie Berger and Mrs. Alice Borquist survive.

### Placing the Exhaust Ports Near the Center of the Cylinder So They are Uncovered at the End of the Stroke, a German Has Invented an Economical Engine as the Cylinder Heads are Kept at a More Even Temperature.

Wall street fancies that it sees in the continued tightening of the money market an attempt by Washington to punish the banking interests.

Money was loaned Tuesday at nominal rates, removal being at seven, and the call loans at six per cent, but there was no time money at all. Without time money brokers are in a delicate situation. Their predicament is reflected in the uneasy feeling of investors who are carrying their stocks on margin and who are becoming restive under the repeated exhortations from Washington. Regardless of earnings it is the opinion of careful market students that there can be no substantial recovery until time money is available.

While the whole market was weak at the close the pressure in General Motors and Crucible attracted most attention. The former went to a new record rather easily and the latter began to yield for the first time since the recent market disturbances were started. United States steel students that there can be no substantial recovery until time money is available.

Placing the exhaust ports near the center of the cylinder so they are uncovered at the end of the stroke, a German has invented an economical engine as the cylinder heads are kept at a more even temperature.

### CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

### NEW-LOW LEVELS IN STOCKS

## TIME MONEY HARD TO GET; TRADING LAX ON EXCHANGE

### New Low Levels Result During Last Hours; Washington Keeps Brokers Restless and Wary.

By Broadan Wall

New York, Feb. 17.—After a strong opening Monday stocks immediately became heavy and within an hour had lost all the advances and before the day closed some new low levels had been made.

The better class of stocks suffered most severely because it was more a question of banking accommodations than of values. The technical conditions were such as to make another downward reaction a matter of course. This was helped by the president's remarkable action in regard to the Adriatic question and changes in his cabinet. Action of the senate in the afternoon in halting the sale of ships by the shipping board widened the breach between the executive and the legislative departments to such an extent that political considerations will from now on be of great stock market importance.

Wall street fancies that it sees in the continued tightening of the money market an attempt by Washington to punish the banking interests.

Money was loaned Tuesday at nominal rates, removal being at seven, and the call loans at six per cent, but there was no time money at all. Without time money brokers are in a delicate situation. Their predicament is reflected in the uneasy feeling of investors who are carrying their stocks on margin and who are becoming restive under the repeated exhortations from Washington. Regardless of earnings it is the opinion of careful market students that there can be no substantial recovery until time money is available.

While the whole market was weak at the close the pressure in General Motors and Crucible attracted most attention. The former went to a new record rather easily and the latter began to yield for the first time since the recent market disturbances were started. United States steel students that there can be no substantial recovery until time money is available.

Placing the exhaust ports near the center of the cylinder so they are uncovered at the end of the stroke, a German has invented an economical engine as the cylinder heads are kept at a more even temperature.

Wall street fancies that it sees in the continued tightening of the money market an attempt by Washington to punish the banking interests.

Money was loaned Tuesday at nominal rates, removal being at seven, and the call loans at six per cent, but there was no time money at all. Without time money brokers are in a delicate situation. Their predicament is reflected in the uneasy feeling of investors who are carrying their stocks on margin and who are becoming restive under the repeated exhortations from Washington. Regardless of earnings it is the opinion of careful market students that there can be no substantial recovery until time money is available.

While the whole market was weak at the close the pressure in General Motors and Crucible attracted most attention. The former went to a new record rather easily and the latter began to yield for the first time since the recent market disturbances were started. United States steel students that there can be no substantial recovery until time money is available.

Placing the exhaust ports near the center of the cylinder so they are uncovered at the end of the stroke, a German has invented an economical engine as the cylinder heads are kept at a more even temperature.

### CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

WRITE OR CALL FOR OUR DESCRIPTIVE BOOKLET

CLARK-KENDALL & CO

GOVERNMENT MUNICIPAL AND CORPORATION BONDS

1122 BOND STARK

### FOREIGN TRADE

Manufacturers and jobbers interested in any of the following trade opportunities may secure same by asking for file number at office of Bureau of Foreign and Domestic Commerce of the Chamber.

A company in Belgium desires to purchase food products, salted meats, pickles and all products of American origin. Refer to No. 31951.

A firm in Norway desires to secure an agency for the sale of food products and kindred lines, fodder, foodstuffs, etc. Quotations should be given c. i. f. Norwegian port. References. Refer to No. 31952.

A commission merchant in Spain desires to be placed in communication with exporters of wheat, corn, ammonium sulphate, and sodium sulphate. Correspondence should be in Spanish. Refer to No. 31953.

A commercial agency firm in Spain desires to secure agencies from manufacturers and exporters for the sale of American goods. Correspondence should be in Spanish. References. Refer to No. 31957.

A merchant firm in Norway desires to secure an agency for the sale of food products and drugs. Quotations should be given c. i. f. Norwegian port. Payment to be made through banks in Norway or New York. Reference. Refer to No. 31955.

The manager of a firm in Shanghai, China, who is now in the United States, desires to be placed in touch with American buyers of Chinese products, such as

### WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND

Telephone Main 3304

San Francisco Seattle New York Los Angeles

WORLD WIDE

United States Government, Municipal and Corporation Bonds

YEON BUILDING, PORTLAND