INBOUND TONNAGE FOR YEAR BREAKS RECORD OF PORT

Foreign and Domestic Arrivals Show Increase Over Last Year; Comparative Figures Are Given.

Inbound tonnage for the year 1921 sets a new mark in shipping circles for the port of Portland. Foreign tonnage entered, 136 vessels, ran up a total of 713,924 net tons, while the domestic business showed 719 entries with a tonnage of 1,829,211 tons. Compared with 1920 the figures stand out: Foreign tonnage, 68 vessels, 239,254 tons; domestic tonnage, 599 vessels, 1,363,332 tons. Month for month during 1920 and 1921 the figures show as follows:

1921	Domestic Vessels.	Domestic Tons.	Foreign Vessels.	Foreign Tons.
January	55	143,187	8	28,468
February	48	103,176	7	28,232
March	72	138,077	9	28,320
April	62	126,942	12	43,657
May	87	134,094	16	52,874
June	83	84,972	13	49,570
July	57	165,820	18	71,125
August	70	169,639	21	80,691
September	68	68,068	21	70,416
October	77	217,806	23	85,635
November	67	150,240	22	83,355
December	72	192,780	26	91,750
Totals	719	1,829,211	196	713,924

1920	Domestic Vessels.	Domestic Tons.	Foreign Vessels.	Foreign Tons.
January	56	91,548	.....	.....
February	37	66,024	5	13,268
March	48	78,675	3	8,841
April	47	80,744	1	3,729
May	47	79,321	6	21,037
June	64	109,371	7	25,182
July	56	107,256	5	17,839
August	49	85,024	9	31,986
September	50	90,374	9	34,644
October	54	109,453	9	36,928
November	53	116,925	6	23,648
December	48	109,465	8	22,692
Totals	599	1,363,332	68	239,254

The year 1921 set new marks in all lines of foreign exports. Wheat climbed up to 36,958,265 bushels, valued at $46,502,205, which tops the previous high figure of 1920 by nearly treble. 1920 exports of wheat amounting to 11,587,275, with a valuation of $28,280,479.

Lumber took a big jump and exports for the year just closed doubled those of the year 1920. General cargo also came to the front on account of the heavy exports to the Orient. Additional tonnage was placed at the disposal of the Columbia Pacific Shipping company.

The big factor in the shipping interests from Portland lies in the intercoastal business. During the month of December, 1921, the banner month, 15 vessels entered from the Atlantic and Gulf sides. Business in this line began to climb with the opening of the fiscal year in July and steadily increased to the record reached in the closing month of the calendar year.

CONTRACT FOR KALAMA'S $21,000 DOCK IS AWARDED

Kalama, Wash., Dec. 31.—The contract for the construction of Kalama's new dock was let Friday to the Lewis River Booming company, represented by George McCoy of Vancouver, for $21,000, this being the most acceptable of the 11 bids turned in to the port commission. The work is to commence within 20 days and the docks finished 60 days later. Only the first unit of 92x570 feet is to be built at the present time, and this is to be equipped with warehouses, cranes and other time savers for the loading and unloading of ocean going vessels. This dock will give the large supply of lumber and timber in the hills back of Kalama an outlet to the markets.

DOUGLAS FIR HOLDS LEAD IN LUMBER SHIPMENTS

Washington, Dec. 31.—Exports of lumber, logs and timber in November totalled 130,205,000 feet compared with 111,019,000 feet a year ago, the department of commerce announced today. Douglas fir continues to head the list but fell off approximately 10,000,000 feet from the October record. The United Kingdom continues America's chief foreign market, 3,500,000 feet more than in November, 1920, being absorbed.

DAMAGES PROPELLER SHAFT

San Francisco, Dec. 31.—(U. P.)—The steamer Sonoma, which left San Francisco for Australia December 6, has arrived at Sydney, Australia, with her propeller shaft damaged, according to a private cablegram received here today. The vessel will be drydocked at Sydney for repairs.

DREDGE RESUMES WORK

Kalama, Wash., Dec. 31.—The dredge Multnomah resumed work in the channel here Thursday, the ice having cleared up in the river enough to permit operating.

PORT BONDS ARE SOLD

Kalama, Wash., Dec. 31.—A block of $82,000 in port bonds was sold to Ralph Schneelock of Portland.

News of the Port

Arrived December 31

Bodland Maru, Japanese steamer, from Miwaura, ballast.

Tenshu Maru, Japanese steamer, from Kobe, general.

Atlas, American steamer, from San Pedro, oil.

Departed December 31

Olenoe, American steamer, for San Francisco, ballast.

Richmond, American steamer, for San Francisco, ballast.

Georgian, Ralph, American steamer, for San Francisco, lumber.

Tyrea Maru, Japanese steamer, for Orient, lumber.

Senator, American steamer, for San Diego and way ports, passengers and general.

AT WORLD'S PORTS

Astoria, Dec. 31.—Arrived at 1 and left up at 3 a. m.—Steamer Atlas, from San Francisco. Sailed at 2 a. m.—Steamer Alvarado, for San Diego. Sailed at 9 a. m.—Steamer Richmond, for San Francisco. Left up at 9 a. m.—Japanese steamer Scotland Maru. Sailed at 1 p. m.—Norwegian steamer Leive Mathew, for the Orient. Sailed Dec. 30—At 11 p. m., steamer Johan Poulsen, for San Francisco; at 8 p. m., steamer Santa Alicia, for San Pedro.

San Francisco, Dec. 31.—Arrived at 12 15 a. m.—Motorship Charlie Watson, from Portland. Arrived at 8 a. m.—Steamer American, from New York and way ports for Portland.

Seattle, Dec. 30.—Arrived—Steamer Edward Luckenbach, from New York and way ports via Portland; steamer Steel Seafarer, from New York and way ports via Portland.

San Francisco, Dec. 30.—Arrived—Steamer Minnesotan, from Portland for New York.

Balboa, Dec. 29.—Sailed—Steamer Nopsca, from Southampton for Pacific coast ports.

Tyne, Dec. 30.—Sailed—British steamer City of Lincoln, for Pacific coast ports.

Coos Bay, Dec. 31.—Arrived at 8 a. m.—Steamer Curacao, from San Francisco and Eureka for Portland.

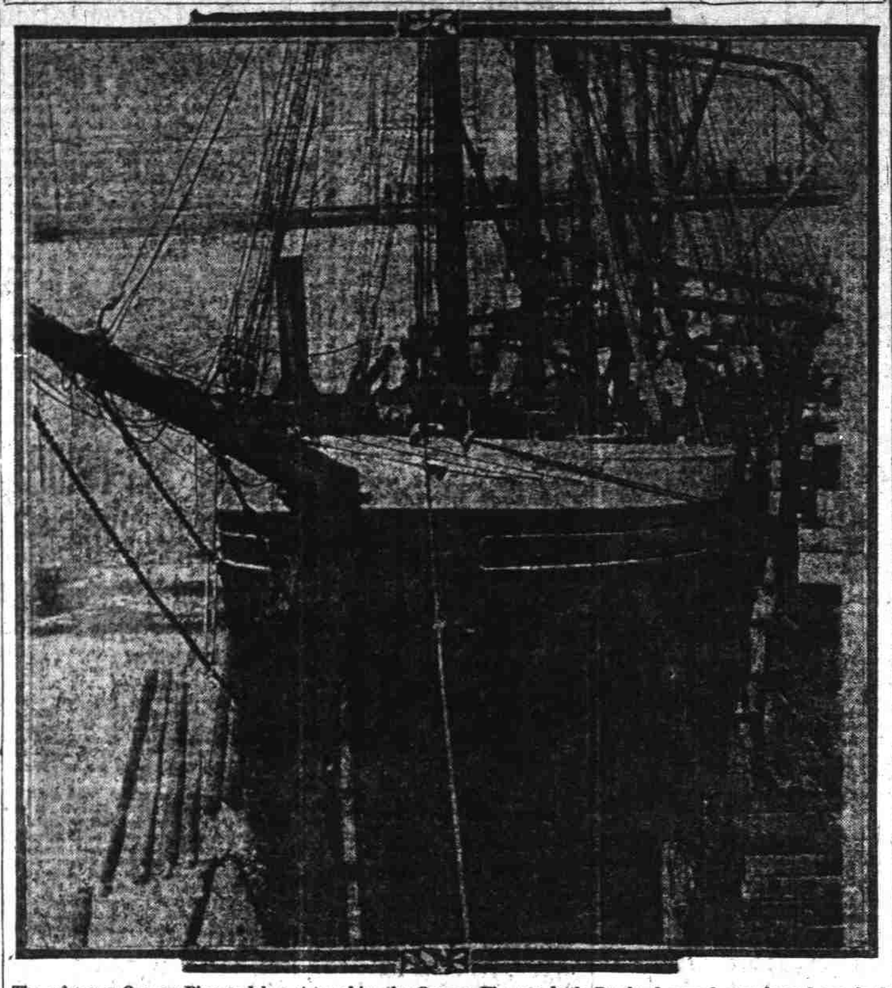
San Francisco, Dec. 30.—Arrived—Tamalpais, Grays harbor, 10:55 a. m. Admiral Nicholson, Port San Luis, 11:20 a. m. R. J. Hanna, Los Angeles, 11:15 a. m. Canadian Rover, Los Angeles, 3:15 p. m. Multnomah, Los Angeles, 10:40 p. m. San Jacinto, Los Angeles, 11:05 p. m.

Sailed—W. H. Hillman, Los Angeles, 9:20 a. m. Admiral Schley, Los Angeles, 11:10 a. m. U. S. Melville, San Diego, 12:20 p. m. Hawaiian State, Honolulu, 12:20 p. m. Tahaiti, Sydney, 12:20 p. m. Tahoe, Grays Harbor, 2:15 p. m. Yale, Los Angeles, 4:10. Phyllis, Seattle, 4:30. Canadian Skirmisher, Vancouver 4:55 p. m. Hoquiam, Grays Harbor, 7:45 p. m.

COLUMBIA RIVER BAR

North Head, Dec. 31.—Condition of the bar at 4 p. m. smooth; wind southeast, 18 miles; weather cloudy.

OREGON PINE TAKING LUMBER FOR JAPAN



The schooner Oregon Pine and her sister ship, the Oregon Fir, are both Portland-owned vessels and are both under charter for outward lumber cargoes for Japan. The Oregon Pine is working at the Harvey dock.

Ex-service Man of Marion County Is Suicide on Bridge

Salem, Dec. 31.—Lester Langston, 23, an ex-service man, shot himself to death on the center span of the Marion-Polk county bridge across the Willamette river here this afternoon. Langston used a .32 calibre special Winchester rifle, the bullet entering below his chin and blowing the top of his head off.

A note found in Langston's clothing blames domestic difficulties for his deed.

Langston served with company F, 61st infantry, being stationed at Camp Jackson, S. C., during the war. Since his return from service he has been employed on a ranch near here. He was a son of Mrs. Laura J. Bone of Aumsville, and married Thelma Cook of Salem last October.

Permits Grow, but Amount Decreases

Vancouver, Wash., Dec. 31.—Although the number of building permits issued in 1921 exceeded the number issued in 1920 by 160, the total value of buildings erected during 1921 was $13,328 less than the value of those erected in 1920. During 1921, 514 permits were issued of a total value of $398,771, while in 1920 there were 354 permits, the value of which totaled $412,709. A large number of residences were erected early in the summer, but the later permits were mostly for repairs. Included in the 1921 total is the municipal dock and the hospital at the state school for the deaf.

ELKS TO HOLD OPEN HOUSE

Bend, Dec. 31.—Open house for all Elks, their wives and girl friends will be held here on New Year's day at the Elks' club rooms.

NAVAL ORDERS

(By Universal Service)

Washington, Dec. 31.—The following naval orders were made public today:

Commander John Rhodes to command U. S. S. Barney.

Lieut. Thos. M. Arrowsmith to Pearl harbor, Hawaii.

Lieut. Wm. T. Baxter to destroyer squadron, Atlantic fleet.

Lieut. Walter S. Carrington to hospital, Mare island, California.

Lieut. Jas. Fife Jr. to command U. S. S. B-16.

Lieut. Jas. Glass to command U. S. S. Privateer.

Lieut. Frank Stinchcomb granted sick leave.

Lieut. John Whalen to U. S. S. Oklahoma.

Lieut. Lozen O. Ramey to air squadron, Atlantic fleet.

Lieut. (J. G.) John L. Wilson to U. S. S. Antares.

Commander Allen Stewart to recruiting station, New York.

Lieut. Robt. E. S. Kelly to marine recruiting station, Denver.

Lieut. Chauncey D. Miller to home.

Lieut. Robt. B. Team to naval hospital, Chelsea.

Lieut. (J. G.) Norris D. Whitehill to S. S. Philadelphia.

Lieut. Commander Frank B. Zahm relieved of all active duty.

Lieut. Harvill S. Duer to U. S. S. Oklahoma.

Lieut. (J. G.) Starr H. Lloyd resignation accepted.

Lieut. (J. G.) Perry L. Mitchell resignation accepted.

Lieut. Harold F. L. Pfohl to home.

Lieut. Lester B. Hutchinson to air squadron, Pacific fleet.

Multnomah Water Rates Are Boosted

Salem, Or., Dec. 31.—Slight increases in the water rates paid by patrons of the Multnomah Cooperative Water association in the vicinity of Multnomah station, near Portland, are involved in an order issued by the public service commission this afternoon. The order, made that the utility may continue to function without sustaining a loss, is temporary, pending further investigation by the commission.

Water Is Sought To Flume Timber To Columbia River

Salem, Dec. 31.—M. Louise Wygant of Portland has filed with State Engineer Cupper an application for permission to appropriate water from an unnamed tributary to the Columbia river for use in fluming timber. The cost of construction work on the proposed project, located in Hood River county, is estimated at $2200.

Other water applications have been filed with the state engineer as follows:

By G. Waterworth, Glendale, water from an unnamed tributary of Cow creek for irrigation of a five-acre tract in Douglas county.

By Eugene Clifford, Hillsboro, water from McKay creek, a tributary to the Tualatin river, for irrigation of a seven-acre tract in Washington county.

By Alpheus L. Strait, Lexington, water from Juniper Springs for irrigation of four acres in Morrow county.

By Howard Pearcy, The Dalles, water from Eight Mile creek for domestic and stock watering purposes and for irrigation of 34 acres of land in Wasco county at an approximate cost of $1500.

By Sam C. Shoemaker, Richland, water from Emigrant gulch, flood and waste water, tributary to Powder river, for irrigation of 36 acres in Baker county.

Legion Would Pry Into Plan of Using Orientals on Ships

Seattle, Wash., Dec. 31.—A resolution to request national headquarters of the American Legion to investigate the employment of Oriental labor on United States ships leaving Seattle was adopted by the Seattle post last night at its weekly meeting. This was followed by a motion to suggest the salvaging of the 300,000,000 feet of devastated timber in the Olympia peninsula by unemployed service men to the state headquarters of the legion.

WEATHER FORECASTS

Portland and Vicinity: Sunday rain; increasing southeasterly winds.

Washington and Oregon: Sunday, rain west, rain or snow east portion; fresh southerly gales along the coast, increasing southeasterly winds interior.

OBSERVATIONS

STATIONS	Max. Temperature.	Precipitation Past 24 Hours.	Wind. Velocity.	Wind. Direction.	State of Weather.
Baker	32	0	....	SE	Cloudy
Boise	36	0	....	SE	Cloudy
Boston	43	0	....	SE	Clear
Calgary	32	0	....	Calm	Pt. cloudy
Chicago	34	0	20	W	Clear
Denver	34	0	....	NW	Clear
Des Moines	36	0	12	NW	Clear
Eureka	62	0	....	S	Pt. cloudy
Galveston	74	0	14	W	Cloudy
Helena	20	0	....	NW	Cloudy
Juneau	†26	—	....	....	.....
Kansas City	34	0	14	NW	Clear
Los Angeles	74	0	....	NW	Cloudy
Marshfield	52	0	....	SW	Cloudy
Medford	40	0	....	NW	Cloudy
Minneapolis	18	0	28	NW	Clear
New Orleans	72	0	....	SW	Clear
New York	44	0	20	SW	Cloudy
North Bend	44	0	18	SE	Cloudy
Phoenix	70	0	....	NW	Cloudy
Pocatello	30	.01	....	NW	Cloudy
Portland	49	0	....	SE	Cloudy
Roseburg	52	0	....	N	Pt. cloudy
Sacramento	54	0	....	S	Cloudy
St. Louis	40	0	18	NW	Clear
Salt Lake	44	0	....	SW	Cloudy
San Diego	72	0	....	E	Cloudy
San Fran.	64	0	10	NW	Pt. cloudy
Seattle	44	.04	....	SE	Cloudy
†Sitka	†40	—	....	....	.....
Spokane	26	0	....	NE	Cloudy
Tacoma	40	0	....	SW	Cloudy
Tatoosh Isl.	38	0	32	E	Cloudy
†Valdez	†30	—	....	....	.....
Walla Walla	30	0	....	SW	Cloudy
Washington	50	0	20	NW	Clear
Winnipeg	22	0	10	W	Clear
Yakima	26	0	....	NW	Cloudy

†a. m. today. ‡p. m. report of preceding day.

LOCAL DATA

Portland, Dec. 31.—Highest temperature, 59 degrees; lowest temperature, 37 degrees; river reading, 8 a. m., 40 ft.; change in last 24 hours, -0.5 ft.; total rainfall since Sept. 1, 1921, 18.84 inches; normal rainfall since Sept. 1, 19.84 inches; deficiency of rainfall since Sept. 1, 1921, 0.58 inch; sunrise, 7:53 a. m.; sunset, 4.35 p. m.; possible sunshine, 8 hours, 42 minutes; moonrise Dec. 31, 9:38 a. m.; moonset Dec. 31, 7:32 p. m.; barometer (reduced to sea level) 5 p. m. 30.03 inches; relative humidity, 5 a. m. 50 per cent, noon 54 per cent, 5 p. m. 55 per cent.

WOODEN SAILERS PROVE SUCCESS

Oregon Fir and Oregon Pine, Portland-Built Ships, Ride Out Storms and Make Speed.

The six masted schooners Oregon Fir and Oregon Pine are sister ships and were the last wood vessels started at the plant of the Peninsula Shipbuilding company on account of the United States shipping board, having originally been intended as 4000 ton steamers. With the signing of the armistice and consequent change in the shipbuilding program, through which certain contracts were cancelled, while plans were changed of others so that vessels might be converted into more useful types, it was decided to convert the two hulls into sailing vessels.

Grant Smith & Co. are managing owners and were joined by other Portlanders in the organization of operating companies to handle the ships. Purchase was made from the government while the hulls were on the ways, delivery to be made as soon as they were launched. From the time they were in the water the Grant Smith force took charge of their completion and fitting out and today they are rated as the largest wood carriers of their design on the Pacific side.

The initial voyage of each was with lumber from Portland to Australia and the vessels met with severe weather that proved conclusively their unusuale stability and the worth of their rig in riding out troublesome weather, while their sailing qualities were reported by their masters to be unusually satisfactory.

The Oregon Fir and Oregon Pine have been referred to as community ships because of the number of stockholders residing here, while they have been subjects of an interesting moving picture film that was exhibited at the Orpheum and Liberty theatres early in the year, the reel having gone the rounds of many outside theatres, so it is reasoned that a large section of the Northwest has been afforded opportunity to glimpse the big sailers as they actually appear at sea.

GRAYS HARBOR SHIPS 400 MILLION FEET IN YEAR '21

Hoquiam, Wash., Dec. 31.—Four hundred million feet of lumber have been shipped by water from Grays Harbor in 1921 marking the greatest trade for this port since 1912, H. M. Delanty, president of the Grays Harbor Stevedore company, told the Commercial club members at a banquet Friday.

Of this business, half was shipped to Pacific coast ports, chiefly in California and Mexico. The other 200,000,000 feet went to the Atlantic coast, the Orient, Australia and South America. A total of 383 ships cleared from Grays Harbor during the year, 18 less than in 1920, but they carried 38,000,000 more feet. Sixty-six freighters of the 8800-ton and larger class cleared during the year, as against ten in 1920.

Hugh Miller's whizbangers, an orchestra organized here a year ago, has signed a contract to play on the steamship Keystone State during a two months' round trip to the Orient. The members of the orchestra are Miller, piano; Late Bloomfield, traps; Robert Wolfraim, saxophone; Paul Tutmark, banjo; Hugh McCafferty, violin. They will leave January 13.

OVERDUE STEAMER SANTA RITA IS LOST, OWNERS BELIEVE

New York, Dec. 31.—(I. N. S.)—Officials of the American Fuel Oil & Transport Co., owners of the Santa Rita steamship, said today they had given up all hope that the Santa Rita would be found. The vessel has been out 70 days, they said, and ordinarily the trip would be completed in 25 days.

Letters are received daily at the office of the company from relatives of members of the crew of the ill-fated vessel, who still cling to a faint hope that she may turn up.

The steamer has 40 men aboard. She was due to arrive at Spezia, Italy, on November 26, and nothing has been heard of her since leaving New Orleans on October 21.

ALEXANDER AT HOME

Tacoma, Wash., Dec. 31.—(U. P.)—H. F. Alexander, president of the Pacific Steamship company, who underwent treatment at a Seattle hospital yesterday, was confined to his home here today, but greatly improved. Alexander declined to discuss the San Francisco proposal of the $30,000,000 coast shipping pool.

Notice to Mariners

The following affects the aids to navigation in the Seventeenth Lighthouse district:

Oregon—Coos Bay. Fossil Point buoy 5, permanently discontinued December 28, 1921. Chart, 5802. Buoy list, 1921, p. 15.

Oregon and Washington—Columbia river.

(a) Astoria harbor gas buoy 11, found light extinguished, December 22, was relighted same date.

(b) Dalles City reef buoy, 2, adrift and taken up December 24, will be replaced as soon as practicable.

(c) Channel buoy, 2 (north channel to Harrington Point) found out of position December 22, was replaced same date. Charts, 6100, 6151, 6082. Light list, 1921, No. 217, buoy list, 1921, pp. 21, 33, 38.

Washington—Puget Sound. Shilshole bay buoy 1, changed December 20, to a second class iron spar buoy, without other change. Charts, 6450, 6447. Buoy list, 1921, p. 48.

Washington—Washington Sound. Point Monroe buoy reported missing December 24, will be replaced as soon as practicable. Charts, 6300, 6078, 6380. Buoy list, 1921, p. 55.

By order of the bureau of lighthouses.

ROBERT WARRACK,
Supt. Seventeenth Lighthouse District.

Vessels to Arrive

Vessels—	From—	Date
Curacao	S. F. and way	Jan. 1
Florence Luckenbach	New Orleans	Jan. 2
Mississippi	Seattle	Jan. 2
Rose City	San Fran.	Jan. 2
Montague	Yokohama	Jan. 3
Moerdijk	Rotterdam	Jan. 3
Kinkasan Maru	Mike	Jan. 4
Admiral Schley	San Pran.	Jan. 4
Theodore Roosevelt	Antwerp	Jan. 4
Alaskan	New York	Jan. 5
Azumasan Maru	Kobe	Jan. 5
Admiral Evans	S. Diego & way	Jan. 5
Borgland	Christiania	Jan. 6
Willpolo	New York	Jan. 8
Derbiay	Tacoma	Jan. 8
Holland Maru	Muroran	Jan. 13
Edmore	Cebu	Jan. 15
Tuscaloosa City	Seattle	Jan. 15
American	New York	Jan. 16
Nyanza	New Orleans	Jan. 16
Mexican	Boston	Jan. 18
Colusa	Seattle	Jan. 20
Cape Romain	Baltimore	Jan. 20
Neponset	Seattle	Jan. 20
Paiku Maru	Kobe	Jan. 20
Hovick Hall	Seattle	Jan. 23
West Henshaw	San Fran.	Jan. 24
Hattie Luckenbach	New Orleans	Jan. 24
West Calera	San Fran.	Jan. 27
Crater Hall	Seattle	Jan. 28
St. Joseph	Seattle	Jan. 31

To Depart From Portland

Vessels	For—	Date
Tenyemaru Maru	Japan	Jan. 2
Margaret Coughlan	Japan	Jan. 2
West Kader	Orient	Jan. 2
Georgina Ralph	San Fran.	Jan. 2
Willamette	San Pedro	Jan. 2
Davenport	San Pedro	Jan. 2
England Maru	Japan	Jan. 3
Barrymore	Japan	Jan. 3
Curacao	S. F. and way	Jan. 4
Rose City	San Fran.	Jan. 5
Hannawa	Europe	Jan. 5
Moerdijk	Rotterdam	Jan. 7
Multnomah	San Pedro	Jan. 7
Admiral Evans	S. Diego-way	Jan. 7
Tomiura Maru	Australia	Jan. 8
Scotland Maru	Japan	Jan. 8
Kifuku Maru	Orient	Jan. 9
Willpolo	New York	Jan. 9
West Calera	Manila and way	Jan. 17
Tuscaloosa City	New York	Jan. 17
Brazil Maru	Japan	Jan. 18
Steel Mariner	New York	Jan. 23
Fuku Maru	Orient	Jan. 24
Hovick Hall	England	Jan. 26
Crater Hall	New Orleans	Jan. 27
West Henshaw	West Coast	Jan. 28
West Keats	Australia	Jan. 31

Vessels in Port

Vessels—	Berth
Oregon Fir	Drydock
Oregon Pine	Harvey
West Kader	Terminal No. 4
Ypres Maru	St. Helens
Margaret Coughlan	Southern Pac.
Tenyemaru Maru	Terminal No. 4
England Maru	Peninsula Lbr.
Hannawa	Globe
Georgina Ralph	Couch
Santa Inez	Eastern-Western
F. S. Loop	Westport
Davenport	Prescott
Iowan	Terminal No. 1
Kifuku Maru	Peninsula Lbr.
Brazil Maru	Astoria
Los Vegas	Terminal No. 1
West Keats	Terminal No. 1
Kiso Maru	Harvey
Barrymore	Irving
Swiftlight	North Bank
Tomiura Maru	Terminal No. 4
Celbo	St. Helens
Olemm	Willbridge
Scotland Maru	Peninsula Lbr.
Atlas	Willbridge

SHIPPING HAS UPS AND DOWNS IN 1921

One of Outstanding Features Was Increased Tonnage in Face of Reactionary Rates.

New York, Dec. 31.—The year 1921 may be called the morning after the night before for shipping. The revelry of soaring freight rates and ship values, which ended abruptly in the summer of 1920, had inevitably to be followed by the headache of precipitately falling rates and large losses from operations—the same thing had already occurred four times within the last 50 years. The speculative mania of the Spanish-American and Boer wars was followed by a period of falling rates that touched bottom only after seven years, and the 1901 level of rates was not touched again until 1912. History can be expected to repeat itself in this respect.

TONNAGE GROWS AS RATES DROP

The conspicuous events in shipping during 1921 were the large increase in tonnage in the face of reactionary rates, the spectacular drop in ship values, the slow downward movement of rates in all directions accompanied by an increase in idle tonnage to around 10,000,000 gross tons, the sale by the British government of its share of ex-enemy ships, and in this country the organization and activities of the newly appointed shipping board.

The world's steam tonnage, exclusive of the United States vessels on the Great Lakes, rose to 56.7 million gross tons in 1921, or 4.5 million within 12 months and 13.4 million since the outbreak of the war. The 11.6 million-ton increase in United States ocean-going steamers accounted for 86 per cent of the world increase during the seven-year period. While the growth in tonnage is large, in view of the diminished ocean-borne trade of the world, the effective increase is smaller than the figures indicate. Wood and composite steamers increased 1.8 million tons between 1914 and 1921, and most of them, certainly the 700,000 tons belonging to the shipping board will have to be scrapped.

BIG INCREASE IN TANKERS

In addition, there are still .8 million tons of iron ships on the Register, and these vessels will have great difficulty in maintaining themselves in competition with newer types during the a period of low rates. Further, there are 5.8 million tons of steamers over 25 years of age, vessels which can hardly be expected to maintain a satisfactory rating. It should also be pointed out that specialized tanker tonnage increased from 1.5 million tons in 1914 to 4.4 million in 1921.

TIMBER SALE ANNOUNCED

Chehalis, Wash., Dec. 31.—Charles Maguire, timberman of Everett, reports the sale of a tract of timber belonging to Joseph Ehalanen of Nesika. The stumpage totals 8,500,000 feet, the purchase price being $4500. It is understood the purchase is for the Kenosha Woodenware company, a Wisconsin corporation.

$30,862,536 Total Disbursed by State During Year 1921

Salem, Dec. 31.—A total of $30,862,536 was disbursed on account of state departments, institutions and commissions during 1921, according to Secretary of State Kozer.

Of these disbursements $18,648,099 was paid out on account of the state highway department; $10,551,490 was disbursed for general governmental expenses, including state departments, institutions and schools, and $3,263,947 was disbursed by the industrial accident commission. A total of 65,143 warrants covered these disbursements.

"At no time in the history of the state have the disbursements during a single year reached this enormous sum," said Kozer, whose connection with the department as an employe and its head covers more than a score of years.

Marriage Licenses Far Above Divorces

Albany, Or., Dec. 31.—Two hundred and twenty-six marriages to 29 divorces is the record of Linn county for 1921, according to County Clerk R. M. Russell. The total received from fees during the year was $4101.10, about $200 less than last year. The fact that only 76 dog licenses were issued, due to laxity of enforcement of the law, is considered the cause. In applying for marriage licenses more men gave their occupations as farmers than any other, and of women who gave an occupation the greatest number were school teachers.

STOLE SHERIFF'S AUTO

Montesano, Wash., Dec. 31.—Robert Geary, 16-year-old Seattle youth, who stole a county car from Sheriff Elmer Gibson, was sentenced to serve from 18 months to 10 years at the Monroe reformatory.

TRANSPORTATION

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SS. Senator - - - - Jan. 14
SS. Admiral Evans - Jan. 21
And Every Saturday Thereafter
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Every Fourteen Days Thereafter
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Wilson Memorial Fund Increases State Quota Sought by January 16

The Woodrow Wilson Foundation campaign has joined the long procession of New Year resolution makers.

"Resolved, that Oregon's quota shall be attained not later than Monday, January 16, and that every county chairman and every committee member shall let no other matter come first until another 'Oregon First' record is made."

The resolution, if put into words, would read like the paragraph quoted.

The last lap of the campaign begins with only one of Oregon's 36 counties over the top. It is Sherman county. Yamhill county, of which Hubert Bernard is chairman, has nearly attained its quota. Hard work in every unreported county, it is believed, will put Oregon over the top in a rush.

Inquiry repeatedly comes asking restatement of the purpose of the Woodrow Wilson foundation. The foundation is to be a fund of $1,000,000 or more, from the income of which, at the discretion of a national jury, awards will be made from time to time to groups or individuals who make distinctive contribution to democracy, liberal thought, general welfare and peace through justice.

An Oregon club might be the winner. President Harding or Secretary of State Hughes might be the winner if the arms reduction conference proved outstandingly successful. The author of a great book contributory to peace or the organizer of a movement highly beneficial to humanity might be designated.

Any distinctive service to general welfare might be thus recognized—with one exception.

Woodrow Wilson will never share in any part of the fund. Despite the fact that the foundation is created to honor America's war president and to perpetuate the ideals which he enunciated, his service is recognized only in the fact that the foundation bears his name.

The Woodrow Wilson Foundation in Oregon is a rollcall of the believers in the Wilson ideals for international peace and worldwide democracy. By means of the coupon in The Journal today, the supporters of a great cause may answer "present." Each subscription sent direct is credited to the quota of the county whence it comes. Send now, it will double the assurance that Oregon again will be first.

WOODROW WILSON FOUNDATION,
Lumbermens Trust Company Bank
Portland, Oregon.

Gentlemen:—Inclosed find $.....for Woodrow Wilson Foundation fund. Please send certificate of membership to the undersigned at the following address:

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Make checks to Woodrow Wilson Foundation, Lumbermens Trust Company bank, Broadway and Oak streets, Portland, Oregon.