The blasts of the river steamer's whistle and the churn of the sternwheeler's paddles will again become familiar noises on the upper Willam-ette river, practically abandoned since 1918 by river vessels, with the resumption of a regular twice-a-week service to Corvallie in January by the river steamer Oregona, which will be re-named the Salem.

The Oregona, one of the lightest

draught vessels ever built on the Co-Transportation company's fleet, has been purchased by Captain I. B. Sandburn, well-known figure on the Wil-lamette river, Percy M. Johnson and others, and will be reconditioned at the expense of several thousand dollars, ready for the new service Janu-

Papers which have been drawn up new owners will be filed Wednesday with the corporation department at Salem. The new organization will be known as the Salem Navigation company and will be incorporated for \$20,000.

The service, beginning in January.

will be the first regular Willamette river steamer accommodations main-tained since the Oregon City Transportation company ceased operations vessels in the river fleet of that company-the Oregona, Pomona and Gra--were taken over by the First National bank. The latter two were sold previously and dispatched to other

Purchase price of the steamer has ot been made known. It is understood, however, that reconditioning will amount to more than the figure paid

New timbers will be placed in the be altered to some extent and a general painting and overhauling will be When light, she has a draught of 14 inches, and loaded requires approxi-mately 20 inches. She was built signment to be received here for about specially for the upper river service. While passenger accommodations are available, the new corporation expects to depend mostly on freight movements for returns. It is reported the steamer will b placed in drydock within a few days, in preparation for the general over-

High Water Low Water 9:23 a. m., 8.5 ft. 3:08 a. m., 2.7 ft. 10:02 p. m., 6.8 ft. 4:18 p. m., 1.9 ft.

Wednesday to confer with the Salem Chamber of Commerce. INCREASE SEEN IN CARGO

LUMBER BOUND EASTWARD Arrival Monday of the Walter D. Munson, first steamer of the recently inaugurated coast-to-coast service of the Munson steamship line to reach Portland, marks the beginning of an increase in eastbound lumber shipter, as the vessel will load with lum-ber in the Columbia river and at Grays Harbor after 1917 tons of general cargo is discharged here. Five vessels of the Munson Steam-

ship line have been chartered for east-Cormick lumber interests. Of these, the Munaries sailed for New York last week from Grays Harbor. In the schedule of the new Munson line, the Munindies is due to arrive this week from Galveston, while the Munrio will be here December 10. The W. D. Munson will load lumber at St. Helens and Westport before proceeding to Grays Harbor.

Aberdeen, Wash., Nov. 28 .- Ten big steel freighters coming to Grays Harbor in the next two weeks will take from this port more than 20,000,000 feet of lumber, according to announce ment today from the Grays Harbor Stevedore company. These cargoes are destined principally for the Atlantic coast, with some of the lumber moving to Australia. The vessels are the Caro-linian, Walter D. Munson, Carolyn, of Vancouver, Roxen, Munrio Long Beach, Hollywood, Willpelo and

LEAVES 500 TONS BEHIND So heavy is the rush in coastwise traffic that the McCormick steamer Annette Rolph, which sailed for San Francisco last night, will be forced to leave approximately 500 tons of southbound cargo behind. The Annette Rolph is likewise carrying a full passenger dist. The Daisy Putnam of the same line, which arrived Sunday, discharged 250 tons of asphalt at the city | the Grays Harbor, Hoquiam. given the steamer. According to paving plant dock this morning and Johnson, the craft was built in 1910, moved to the Couch street dock where paving plant dock this morning and she is unloading 800 tons of general

SATS AMERICAN PORTS ARE manager of the Kokusai Steamship Captain Sandborn, Johnson and day on his return home to Japan, aft-their associates will go to Salem er visiting and studying the import-

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and compares favorably with other American ports," he declared. "Amer American ports," he declared. "American ports are, in general much more advanced than European ports, although Hamburg and Rotterdam are exceptions. They are the most wonderful ports I have ever seen."

Araki will go to Vancouver, B. C., to sail on the steamer Empress of Asia, due to sail this week. lue to sail this week.

PORTO RICAN LINE MAY HAVE AGENCY IN PORTLAND Establishment of an agency in Portand by the New York & Porto Rico Steamship company, which maintains weekly sailing schedules from New York and New Orleans to the West Indies, is being contemplated here, it is understood in shipping circles, in accordance with the expansion policy of that corporation, whose award of San Francisco agency to Davies furner & Co. was announced a few

days ago.

While Portland is at present connected directly by water to Porto Rico
nected directly by dispatching reight to New Orleans for transship ment rapid connections to the West Indies could be had. Increased freight movement to the

West Indies from the Pacific coast is the reason of the new move by the New York & Porto Rico Steamship company. Passenger and mall service between New York, New Orleans and the islands is also maintained by the

GERMAN BARK LEAVES The German bark Haraid, delayed tere for several days by the desertions of several of her crew, moved down the river today for sea with a shipment of 117,272 bushels of wheat for Germany. Enough men to man the vessel have been obtained. The

farald will move around the Horn to the Atlantic. Her voyage to Germany under normal conditions will be com-GRAYS HARBOR SHIPPING Hoquiam, Wash., Nov. 28.—Steamer firgina Olson and Tamalpais arrived rom San Francisco Monday morning take lumber at the Western mill, Aberdeen, and the Wood mill, Ho-

quiam, respectively. Steamers Idaho and Daisy Gadsby leared for San Pedro with cargoes from the Wilson mill, Aberdeen, and TOW STEAMER INTO PORT Seattle, Nov. 28,-(U. P.)-Victorious

fter a 30-day battle against wind and wave, the big freight steamer Stuart Dollar was towed into Seattle this norning by the tug Sea Monarch. The Stuart lost her rudder in a heavy storm FAR AHEAD OF EUROPE'S November 8 and had been helpless ever American ports are far ahead of since. The Sea Monarch went to her assistance and after a long and plucky ern facilities, according to T. Araki, battle finally managed to bring her into port.

BOARD VESSELS REMAIN

board freighters will not be withdrawn from intercoastal competition with privately-owned American vessels for vately-owned American vessess for some time at least, according to a letter received yesterday by the local Commercial club. Unless changes are made as result of the pending ship subsidy bill, the ruling will hold good throughout the coming year.

TO REPAIR PAWLET That the Pawlet may be drydocked, part of her cargo is being removed at Municipal Terminal No. 4 as the result of the vessel grounding in the Willamette river as she was making away from oll docks in Linnton last week. A cracked hull plate will be repaired before the ship sails for the Orient. It is expected that repairs will take but a short time.

HAYE MARU CHARTERED Chartering of the Haye Maru, Japenese steamer, 5054 tons, for cereal shipments to the United Kingdom from the North Pacific by Samuel Sanby, London, for December loading, was announced from San Fran-

OCEAN GRAIN RATES New York, Nov. 28 .- (I. N. S.) Ocean (steam) grain firm. Kingdom, 3@4s; Germany, Hamburg 15c; France, Atlantic ports 15c, Mediterranean 17@22c; Holland, Rotterdam 16c, Antwerp 15c. General carg steady, tonnage offerings only fair.

AT WORLD'S PORTS

Astoria, Nov. 28.—Salled at midnight—
Steamer Commercial Pathfinder, for New York
via way ports. Arrived at midnight and left
up at 2:30 a. m., Swedish motorship San
Francisco, from Europe.
Boston, Nov. 27.—Arrived—Steamer Eagle,
from Portland and way ports.
Tampico, Nov. 24.—Salled—Steamer Alvarado, from Pacific coast ports, for New Orleans,
steamer Glamorganshire, from Portland for
Rotterdam. Seattle, Nov. 27.—Arrived—Steamer Lewis uckenbach, from New York and way ports

Tacoma, Nov. 27.—Arrived—Steamer Minnesotan, from New York and way ports, for Portland.

Astoria, Nov. 27.—Arrived at 11:15 a. m. and left up at 1 p. m.—Steamer Lakeshore, from San Pedro. Sailed at 8 p. m., steamer Manukai, for Honolulu via Puget Sound.

San Pedro. Nov. 27.—Sailed—Steamer Teian, from New York and way ports, for San Francisco, Puget Sound and Portland. Arrived—Steamer Andres F. Luckenbach, from Portland and Puget Sound, for New York and way ports. Arrived and sailed—Steamer Admiral Evans, from Portland for San Diego. Arrived—British steamer Cardiganshire, from Portland for London and way ports. Sailed—Norwegian steamer Grande Gaard, from New York for Portland. Sailed—Steamer Japths, from Valparaiso for Puget Sound and Portland.

San Francisco, Nov. 28.—Arrived today—Corinto, Cristobal, 1:10 a. m.; Sequiera, Bowens Landing, 6:20 a. m.; Helen P. Drew, Greenwood, 7 a. m.; Humboldt, Los Angeles, 8 a. m. Sailed today—Thomas P. Beall, Seattle, 7 a. m.

POSITIONS OF VESSELS

(By Naval Radio.)
November 27, 8 p. m.:
Hanley, Vancouver for Tokohama, 1580
illes west of Port Townsend.
Starr. Squaw Harbon Starr, Squaw Harbor for Befkofaky, 20 miles from Befkoskey.
West Kader, Portland for Yokohama, 90 miles from Yokohama. Eddridge, Swatow for Seattle 2200. Edmore, Yokohama for Seattle, 2868 miles from Cape Flattery.

President Madison, Yokohama for Seattle, 3010 miles from Seattle.

West Keats, Dairen for Portland, 3540 miles from Columbia river.

Admiral Watson, Yakutat from Cordova, 20 miles from Cordova.

Cordova, Ketchikan for Seattle, 280 miles from Seattle.

Medon, Cordova for Speel River, 200 miles from Condova.

Jefferson, Ketchikan for Seattle, 42 miles from Ketchikan.

(By Federal Telegraph Co.)

Nov. 27, 8 p. m.— La Purisima, Martines, Portland, 528 miles, Wahiseas, M. C. Wahiseas, P. C. Wahiseas, M. C. Wahisena, San Francisco, for Puget Sound,
50 miles from San Francisco.
Fred Banter. Vancouver, for San Pedro,
208 miles from Vancouver.
San Diego, San Pedro, for Tacoma, 54
miles north of Cape Mendocina.
Frank H. Buck, Avon, for Port San Luis,
25 miles from Port San Luis.
Coalings, San Pedro, for Martines, 352
miles from Martinen.
W. S. Porter, Geriotz, for Limten, 228
miles north of Gaviotz.
Lansing, Port San Luis, for San Francisco. miles from Martinea.

W. S. Porter, Gaviotz, for Linnton, 228 miles north of Gaviotz.

Lansing, Port San Luis, for San Francisco.

Georgina Rolph, San Francisco, for Portland, 203 miles north of San Francisco, for Portland, 203 miles north of San Francisco.

Horace X. Santer, Seattle, for San Pedro, 506 miles from Seattle.

Oleum, Seattle, for San Pedro, 255 miles north of San Pedro,

Hamer, San Pedro, for Everett, arrived Everett, 7 p. m.

Yorabe Linda, Portland, for San Pedro, 225 miles north of San Pedro, 175 miles north of San Francisco,

Hartwood, Grays Harbor, for San Francisco, 175 miles north of San Francisco, 175 miles north of San Francisco, 50 miles outh of San Francisco.

Commercial Trader, New Tork, for San Pedro, 1296 miles south of San Francisco.

Commercial Trader, New Tork, for San Pedro, 1296 miles south of San Francisco.

W. F. Herrin, Port Costa, for Portland, 10 miles from Port Costa.

Freeddent Taft, San Francisco, for Yokohams, 717 miles west of San Francisco.

Memnoo, Ban Francisco, for Tacoma, 70 miles from Tacoma.

Colombia, San Francisco, for New York, 585 miles south of San Francisco, beerfield, Portland, for San Francisco, Intimide 41:20 north, longitude, 124:34 weet.

Nov. 36, 8 p. m.—

Sonoma, Sydney, for San Francisco, Empress of Australia, Victoria, for Yokohama, 1111 miles west of Vancouver.

West Eader, Portland, for Yokohama, 60 miles east of Yokohama.

President Pierce, Yokohama, for San Francisco.

Empress of Australia, Victoria, for Yokohama, 1111 miles west of Seattle.

Fresident Pierce, Yokohama, for San Francisco.

President Pierce, Yokohama, for San Francisco.

laltimore.

F. H. Hillman, Philadephia, for San Franisco, 1888 miles south of Philadelphia,
Stanley Dollar, Baltimore, for San Pedra,
50 miles from Baltimore.
D. G. Seofield, Jacksonville, for San Pedra,
5 miles south of Jacksonville.

North Bank Road To Astoria Toured By Publicity Men

Carl McQuinn and Harland Smith, pecial representatives of the Chicago, Burlington & Quincy, Northern Pacific and Great Northern railway systems, arrived Monday night and left today in company with R. H. Crozier, assistant general passenger agent of the S. P. & S., for a tour of the rail lines to Astoria and Seaside.

McQuinn and Smith have been placed in charge of the \$1,000,000 publicity campaign of the Northern lines and have come to this district to gather additional data for their advertising program which will start early in 1922.

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\$2.00 Silk Hose with clocks, black only
Wool Heather Hose at pair \$1.00
Men's Heather Hose, a box of six pairs

40c Men's Silk Lisie, a box of six pairs

40c Men's Silk Lisie, a box of six pairs at \$1.39
Men's Silk Hose, black, brown or gray a box of \$1.39
Men's Silk Hose, black, brown or gray a box of \$1.39
Men's Silk Hose, black, brown or gray a box of \$1.39
Talk About Toys—We Have Them From the steamer Kader. Just received a bunch of Toys, some a little damaged. Lots of them in A-1 shape. You can make many a kiddie happy here as low as \$2.00

\$1.00 Scout Books at \$2.00
Box Papers at Less Thas Haif 75c boxes Gift Stationery. 256
\$5c boxes Gift Stationery. 256
\$5c boxes Gift Stationery. 356
\$1.75 boxes at \$2.50
Now, Folks, before I put the finishing touches to this bargain list, I want to tell you if you are not a weakly visitor to this bargain emporium you are missing great things. It pays to get curious. It won't cost you anything to come and see what's going on at this place. Thousands of people come, why not you! Ask your neighbor.

Salem. Nov. 28. - Husted Walters convicted slayer of Jerome Palmer, Portland policeman, was denied a rehearing of his appeal before the supreme court today. The crime for which Walters was convicted was committed in Portland November 17. 1920, and Walters was sentenced to hang February 16, 1921. He was grant-ed a stay of execution pending action several weeks ago. Today's action by the supreme court exhausts Walters legal resources, unless an appeal should be taken to the United States supreme Other opinions handed down by the

supreme court today are summarized as follows:

Mary M. Diniff versus Charles McCormick & Co., a corporation, appellant, appeal from Multnomah county;
action to recover damages alleged to
have been sustained by plaintiff while traveling as passenger on steamship Willamette from San Francisco to Portland. Opinion by Justice McCourt. Judge H. H. Belt reversed and case remanded.

manded.

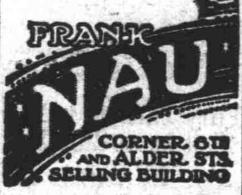
In the matter of the estates of George H. Bethel and Elizabeth Bethel, both deceased, Helen Bethel Pomeroy, et al, appellants, versus Ralph R. Pomeroy, administrator; appeal from Coos county; motion to dismiss appeal overcounty; motion to dismiss appeal over-ruled by Justice McCourt.

Bd Smith and Silas Smith, appel-lants, versus Frank Cameron et al; ap-peal from Jackson county; suit arising out of attempt to exercise power of eminent domain. Opinion by Justice Harris. Judge F. M. Calkins affirmed, Henry Bobell, appellant, versus Peter Wagenaar, administrator of the estate of Charley Dennis; appeal from Lin-coln county; action in ejectment; opin-

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assenger Car Men Freight Car Man. . 63e per hour Mechanics are allowed time and one-half for time worked in excess of eight hours per day. Strike conditions prevail.

G. G. Bingham reversed and case remanded.

Allie Whitechurch, appellant, vs. R.
B. Mutsig; appeal from Multnoman county; action under employers' liability act for personal injury. Opinion by Justice McBride. Judge John McCourt affirmed.

H. E. Kelly vs. C. T. Fisher and S. O. Pressier, administrators of estate of George Westley Syron, appellants; appeal from Lake county; appeal from judgment for \$300. Opinion by Justice McBride. Judge Charles N. Stone reversed and case remanded.

David Fletcher vs. Lela Yates et al., appellants, appeal from Washington county; suit to recover money. Opinion by Chief Justice Burnett, Judge George R. Bagley reversed and case remanded.

The steamer Albert Jefferess, one

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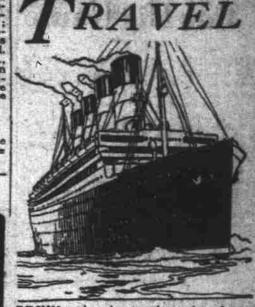
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Justice Rand. Judge G. F. Skip- of the fleet of the Garland Steamel have as yet been received here by the McCormick steamship line, local agent, but it is understood that the Albert efferess will be the first of the Gar-and ships to stop in Portland.

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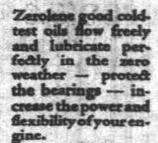
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