BIG SULPHUR CARGO REACHES PORTLAND

Steamer Clauseus Brings In 5200-Ton Shipment.

GULF HURRICANE AVOIDED

Captain Tells How, Warned In Time, He Managed to Steer Clear of Terrific Storm.

With 5200 tons of bulk sulphur, he largest cargo of the kind to come ere to date, the steamer Clauseus of the Green Star line, arriver at pier 2. municipal terminal No. 4. Friday night and started discharging yesterday morning. When the discharging is completed the Clauseus load a part cargo of ties here for England, completing her tie cargo on Puget sound. Captain H. Lamb, commander of

Captain H. Lamb, commander of the Clauseus, reported yesterday that he just missed the hurricane that swept the Gulf of Mexico recently and inflicted heavy damage at sea and ashore. A rapidly falling bar-ometer and an increase in the ve-locity of the wind, he said, warned him of the aproach of a hurricane at the same time that radio advices reported the formation of such a at the same time that radio acvices reported the formation of such a storm at about the point toward which the Clauseus was steaming. He ordered full speed and proceeded to the southwest while the storm swept to the northeast.

The steamer Clauseus, of 3800 feedwalph; tong was the last vessel.

deadweight tone, was the last vessel built by the Northwest Steel com-pany. This is her first visit here since she departed in ballast last January to load general cargo at San Francisco for Europe. She has been in constant service since that time, according to Captain Lamb, and

the interests of the vessel.

Part Cargo Taken Here Large as Compared With Contributions From Other Points.

Columbia river points.

As Portland is the last Pacific coast port of call for this vessel, her sanitable port of the "beach." including stevedores, riggers, liners, chandlers manifest gives a good comparison of the amounts of freight supplied by manifest gives a good comparison of the amounts of freight supplied by other ports. Scattle contributed 259 tons to her cargo, San Francisco 400 tons to her cargo, San Francisco 400 tons and San Diego 351 tons as against the 4500 tons from Portland. Freight from this port consisted of ties, tumber, rubber, packing, saws. knives, canned salmon, shoes, boilers and wool.

The next steamer of this line to arrive here will be the Lehigh, due October 30 from Wilmington, Del., where she put in for repairs on her way from Boston and Philadelphia. The steamer Yosemite will follow about the steamer Steel Maker, from Portland, and the steamer Stee steamer Yosemite will follow about

Both the steamer West Togus, due the North Atlantic & Western servwill bring to Portland large nts of canned corn from New

TACOMA MILLS PROSPERING

of Increased Rates.

said that while lumber prices are low and conditions unsettled the Tacoma plants have been securing their share of the trade both in export lines and by rail. This is borne out by the fairly good amount of business from Tacoma by vessels during the last month and indications that more tonnage will be filled up here. more tonnage will be filled up here. The orders, obtained in part by local

According to reports received by northwest millmen there is little thance for a reduction in rail rates for some time.

Tacoma millmen report in the coasting trade several carriers due this
month, chief among them a shipping
board vessel to load ties for Europe
and the Forest King to load 770,000

Marine Notes.

The American barkentine Hawaii was The Forest King to load 770,000
The Forest King, one of the new lumber carriers, will be operated under charter to W. R. Grace & Co., it is reported.

The American barkentine Hawaii was listed yesterday as chartered by Balfour, Guthrie & Co., at \$12,50, to carry lumber from the Columbia river to Adelaide, Australia.

WEST APAUM TO BRING STEEL

Material Coming for G. M. Standi-

The steamer West Apaum, which sailed from Philadelphia October 1, is bringing 50 carloads, or approximately 2500 tons, of steel for the G. M. Stadifer Construction corporation, as well as a substantial amount of general freight from the Atlantic and guif coasts, it was learned here constructed.

The Parr-McCormick Steamship company, orranined in Baltimore.

The Parr-McCormick Steamship company has been appointed distributing agent for the new line on the Pacific co t.

Freight for Portland brought to this coast by vessels of this line which make their turn-around at San Francisco will be trans-shipped there and brought to this city on coast by the schooners of the Parr-McCormick line, operating from the new Parr terminal at Oakland.

United States Steamboat inspectors.

The steamer Kinderdyk, which will start the service of the Holland-America and Royal Mail Steam Packet lines out of this port, is now expected to reach Portland next Wednesday. She is losding now at Seattle and will go from there to Vancouver, B. C

The Norwegian motorship Parthia, formerly the Avance, built here by the Columbia Engineering works, was reported in Merchants Exchange advices as arriving at Havana, Cubb, October 13. She left here August 18, San Pedro August 28, and arrived at Balboa, September 27.

FAR EASTERN TOUR MADE

Holland Manufacturer Finds Business Good in China and India. TACOMA, Wash., Oct. 16 .- (Spe-

resterday to visit his brother, John fen Hope.

Mr. Ten Hope has manufacturing

Mr. Ten Hope has manufacturing plants in Dortretch, Brussels, Rotterdam, Amsterdam and Maastricht. He visited in Taroma six years ago while touring the United States.

"Business conditions in Japan are in a serious condition," said Mr. Ten Hope. "The market for many products coming from that country naturally reflects the conditions. However, I found business excellent in China and India. The situation in Europe is growing better rapidly and the European powers are regaining their world trade with speed.

FISHERY METHODS ASSAILED

R. E. Clanton Says Washington Should Change Policy. HOQUIAM, Wash., Oct. 15 .- (Special.)

HOQUIAM, Wash., Oct. 1s.—(Special.)
—Fish propagation in Washington is practically useless, is thoroughly inefficient and should be remedied at once, in the opinion of R. E. Gianton, master fish warden of Oregon, and also a federal fish commissioner. Mr. Clan-

January to load general cargo at San Francisco for Europe. She has been in constant service since that time, according to Captain Lamb, and has given a good account of herself.

George R. Walker, Seattle agent for Struthers & Dixon, Pacific coast ive to March 1, provides for compensation of operators out of the representatives of the Green Star line, was in the city looking after than on the basis of a flat payment as heretofore. payment as heretofore.

Though several vessels have gone Operators are to receive 5 per cent out of this port lately with less than PORT SHOWING GOLD ONE

of the gross revenues on outbound this proportion of their cargo space freight and 2½ per cent on inbound. Varying rates for coastwise shipping between American ports, the highest between American ports, the highest being 5 per cent, are also provided. On passenger traffic operators will get 10 per cent on gross revenues on liner travel, and only 5 per cent for carrying passengers on cargo vessels.

Pacific Coast Shipping Notes.

JAPANESE STEAMER IS DULY

No Information Given Out as to Mission of Vessel.

The steamer Artigas, of the North Atlantic & Western Steamship company, represented on this coast by the Admiral line, sailed at 4 o'clock yesterday afternoon for Boston and Philadelphia with a total of 5601 tons of general cargo, 4500 tons of which was laden at Portland and Columbia river points.

The Japanese, steamer Jufuku Maru, reported in telegraphic advices as sailing from Shimonoseki, Japan, September 22, for Portland is now due if she is really coming here. As yet no information has been given out in local shipping circles as to the mission of the Japanese steamer in this port.

Representatives of the North Maru, reported in telegraphic advices as sailing from Shimonoseki, Japan, September 22, for Portland, is now due if she is really coming are not in the second of the sail of the second of th

and butchers have haunted the Mer-

report that in the merchants' ex-change of that city the Jufuku Maru

E. G. McMicken and R. D. Pinned Appointed to Head Departments. SEATTLE, Wash., Oct. 16 .- (Special.)—A. F. Haines, vice-president and general manager of the Pacific Steamship company, the Admiral line,

has announced the appointment of E Lumbermen Getting Along in Spite

of Increased Rates.

G. McMicken as passenger-traffic manager, and R. D. Pinneo as freight-traffic manager, effective October 29.

Mr. McMicken will have jurisdiction TACOMA. Wash, Oct. 16.—(Special.)

—While increased rail rates have affected Tacoma lumber mills like other mills of the northwest, it is department, with headquarters at

WASHINGTON, Oct. 16 .- The ship-The orders obtained in part by local firms for England are helping out considerably and business in the coasting trade so far, it is said, is holding up.

harter to W. R. Grace & Co., it is eported.

WEST APAUM TO BRING STEEL

Laterial Coming for G. M. Standifer Construction Corporation.

The Steamer West Apaum, which alled from Philadelphia October 1, is bringing 50 carleads, or approxi
The passenger steamer Rose City gr.

The West Apaum will be the first coast.

The river steamers Electro. Ione, Metako and Fomona have been given their annual inspections this month by the United States steamboat inspectors.

Tides at Astoria Sunday.

Report From Mouth of Columbia, NORTH HEAD, Oct. 1d.—Condition of the sea at 5 P. M., rough; wind, south-west, 16 miles.

eial.)—A. J. Ten Hope, president of Ten Hope & Co., Ltd., of Rotterdam. A prominent geologist estimates freturning home after several months that the Dead sea will be a mass of in the far east, stopped in Tacoma solid salt within less than 500 years. Str.

Portland Is Removed From Seattle District.

OFFICIAL WORD RECEIVED

DOARD FLEET TERMS WALL

the safter the receipt of the telegram, and it was secretly suspected by those who knew hin to be heartly in favor of the change, that he may have delayed sending the report a few minutes in order to send it to San Francisco instead of to Seattle. The official telegram effecting the official telegram effecting the transfer read as follows: "Effective to San Francisco instead of to Seattle. The official telegram effecting the official telegram effecting the official telegram effecting the same of the Pacific Cosst district."

WASHINGTON, Oct 16.—Terms of the new agency agreement government's fleet of 1206 merchant vessels were announced tonight by

The steamer Steel Maker of the Isthing the new agency agreement government of control of the new agency agreement government's fleet of 1206 merchant vessels were announced tonight by

The control of the change, that he may heaved delayed sending the report a few thought the change of the change, that he may have delayed sending the report a few the north to clean the cannery pack end the north to clean the cannery pack end the north to clean the canner pack end the north to c

goes are being carried by remaining vessels.

Pacific Coast Shipping Notes. TACOMA, Oct. 16.—The Kron Prinsessan Margaret, completing her cargo, was scheduled to sail late today for Vancouver, B. C., prior to going to San Francisco to finish loading for ports of Norway and Sweden. This big motorship has attracted more than usual attention among Tacoma schmitz were.

Sweden. This big indicates have all processes and more than usual attention among Tacoma shipping men.

It is said that the Buenos Aires will follow this vessel here in December with a carpo of ore for local discharge.

The barkentine Lahaina, which was to have sailed today for Callao, has been held up on account of delay in securing one member of the crew. It was thought the vessel would get to sea tonight or fomortow. She has a cargo of lumber.

The Admiral Farragut, on her last trip to the sound, will be due Sunday night or Monday. The Farragut, it is announced here, has been pulled off the Puget sound service and will ply out of San Francisco to Central American ports.

The Winber, after discharging ore here, sailed this afternoon for Bellingham. The vessel, it is said, will load salmon there on her owner's account for the bast coast.

The Hyades will be due here Sunday morning from Hottolulu with a shipment of pineapples to discharge and flour to load. She will get away Sunday evening for the islands.

load. She will for the islands.

sailed at 3 this morning for New York via Puget sound.

The steam schooner Tiverton, laden with immer from Prescott, sailed at 11 o'clock today for San Francisco.

The British steamer Heilbronn, carrying a cargo of wheat from Portland and Astoria, sailed at 3:30 this afternoon for the United Kingdom. She is under charter to Kerr, Gifford & Co.

The tank steamer Frank H. Buck, bringing a cargo of fuel oil for Portland, arrived at 9 this morning from California.

The barkentine Edward R. West, which arrived a few days ago from San Francisco, left at 3 this morning for Portland, where she is to load lumber for Australia. The steamer Rose City, bringing freight and passengers for Astoria and Portland, arrived at 11 o'clock today from San Francisco.

e steam schooner Florence Oisen ar-at noon today from San Francisco went to St. Reiens to load, barkentine Annie M. Rolph, lumber, from Linnton for South Africa, is neduled to sail temerrow if the weathen ditions are favorable. She will be wed down the coast and well off short the tug Storm King.

SEATTLE, Wash., Oct. 16 .- (Special.)laving established the Johnson line's candinavian service to Scattle and other taget sound ports, the 6500-ton motorship fron Prinsessan Margareta, Captain C. O. folmberg, is shifting today from Tacoma o Vancouver, B. C., after loading cargo in Scattle and the Commencement bay out.

The Alaska Steamship company has re crived reports that the liner victoria, Cap-tain John Johnson, would sail from Norne Sunday morning if the weather permitted. The Holland-American line stcamehip Kinderdyk, Captain B. Hartoghiseys, ar-rived at Seattle inst evening and started logding northwest fruit and foodstuffs for

thrope
Figures compiled by the foreign trade
ureau of the chamber of commerce show
the Washington customs district for which Scattle is the headquarters and the chief port contributed one-third of the vessel

Port Calendar.

To Arrive at Portland. China
New York
Europe
Shanghal
San Fran
San Fran
Wilmington

nman-Paulson mill. St. Helens, Portland Lbr. mill. Florence O Griffson. Isis...... Jas. Tuft. Montague.

tonnage of this country to and from Asia for the fiscal year ending June 30, 1920. Bringing two live sables, the first ever carried to the Pacific coast, the power schooner Kamchatka, of the Hibbard-Swenson company, arrived from the Aretic ocean last evening after a five months cruise, making the found of the corporation's four posts on Bering and Arctic coasts of Siberia.

Garry Bach, popular purser of the steamship Admiral Watson, has tied up to the domestic wharf. The new Mrs. Bach was Miss Mercedes Yantis of Seldevia, Alaska. An effort was made today by the tust.

An effort was made today by the tust. An effort was made today by the tust. C. C. Cherry to float the seow stranded mear Fort Flagler during Thursday's storm. The soow had 900 tons of coal, of which about 700 were lest. The remainder is being taken off and stored on the Fort Flagler dock. The failure of the tug to pull the scow off leads to the belief that she is pinioned on a sharp-pointed rock.

GENANG HARBOR, Wash, Oct. 16.—

GRAYS HARBOR, Wash. Oct. 16.—
(Special.)—The steamers Shasta, Daisy Gadsby and Tamalpais, scheduled to clear for San Pedro Friday, are still in the lower harber awaiting a favorable bar. There were no arrivals today.

Ships in port tonight are: The steamers Joan of Arc, Helene and Willie A. Hagen, the schooner Forester and the barkentine Forest Friend. ment at such river towns as St. Helens, Rainier and Clatskanie, is an

fight and should be remedied at once, in the opinion of R. E. Glanton, master fish warden of Oregon, and also a federal fish commissioner. Mr. Clambon in the country and has much success with hatcheries, especially at Bonneville, Or. He expressed his views on the matter in a letter to the Hoquiam Rod & Gun club, received here today. The system now in use in this state. Mr. Clanton writes, is not giving sufficient time for the rearing of fish, the ficher time for the rearing of fish, the ficher time for the restrain of the shipping board in the can enter the streams and take care of themselves.

BOARD FLEET TERMS WALL

For to San Francisco in Funcisco in Future.

PORT TOWNSEND, Wash, Oct. 16—(Special.)—The Holland-American steamer (Special.)—The Holland-Ame

Ship Reports by Radio.

eamers. The Luckenback Steamship company

The Luckenback Steamship company has made an announcement of a reduction in ocean rates on rice, copra, raisins and pearl barley. This was done, declare officers of the company, to equalize the cost of transporting the products to the scaports, cost of such transportation having risen since the recent increase in railroad rates.

Fortland is another port of call for the
The Luckenback Steamship company
has made an announcement of a reduction
in ocean rates on rice, copra, raisins and
pearl bariey. This was done, declare ofcost of transporting the products to the
scaports, cost of such transportation having risen since the recent encrease in rallroad rates.

Movements of Vessels.

PORTLAND, Gr., Oct. 16.—Sailed at d.
P. M., steamer Artigas, for Boston and
Philadeiphia; at 9 P. M., City of Topekafor Coos Bay, Eureka and San Francisco.
Arrived at 3 P. M., schooher Edward it.
Frank H. Buck, from Montercy, arrived
at St. Helens at 10 P. M., Piorence Olson, from San Feancisco, the state of the school of the state of the school o

SEATTLE, Wash. Oct. 16.—Arrived. Northwestern, from southwestern Alaska. Departed, Governor, for San Pedro via San Francisco.

TACOMA, Wash. Oct. 16.—Sailed, steamer Winber, for Bellingham; motorship Kronprinsessen Margarita, for Stockholm via Vancouver, B. C.

SAN PEDRO, Cal., Oct. 16.—(Special.)—Arrived—Steamers Coulille River, from Port Brazg, I A. M.; San Diego from Puget sound, 1 A. M.; Washtenaw, from Pert San Luia, 3 A. M.; Northland, from San Francisco, 8 A. M.; President, from San Francisco, 8 A. M.; President, from San Francisco, 3 F. M.

Salied—Steamers Necanicum, for Brookings, 12 noor; El Segundo, for Puget sound, 10 A. M.; Carmel, for Willapa, 3 P. M.; Charles Christensen, for Grays Harbor, 5 P. M.; Prentiss, for Albion, 5 P. M.; Bandon, for Bandon, I A. M.; Quabbin, for Vancouver, 11 A. M.; Northland, for Punta Arenas, 5 P. M.

SWEET CIDER PERMITTED

The Annette Rolph of the Rolph mast line arrived here late today from Valparate and the last trip in this serve. Ce. The vessel here stound the features Joan of Arc and the Georgiania Rolph.

The S. C. T. Dodd, the first of a series of three 19,000-ton tankers being built for the Standard Oil company of New Jersey, was launched at the Moore Shippyrade this afternoon. The vessel was named for S. C. T. Dodd, one of the oldest of the company's officials.

Mrs. Frederick. G. Dodd of New York City, wife of the son of the namesake of the ship, acted as sponsor. The Dodds came from New York last week to attend the launching of the vessel.

A run of 48 days from Papeete was made by the schooler C. S. Holmes, which arrived here today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per today with 800 tons of copra to Europe. Per

Beverage Must Contain Little Alcohol and Be Treated.

WASHI GTON, Oct. 15.—Sweet cider containing less than one-half of one per cent of alcohol may be manufactured and sold without permits under a ruling issued today.

It must be marketed, however, in MANOA. San Francisco for New York, Oct. 15.

HIGH Market Francisco for New York, Architectured and sold without permits under a ruling issued today.

MANOA. San Francisco for New York, Oct. 15.

HIGH Market Francisco for New York, Oct. 15.

HAMBINDA. San Fedro for Limerick, Iremind, Iat. 25:40 N., long. 114:22 W., Oct. 15.

MANOA. San Francisco for New York, Architectured and sold without permits under a ruling issued today.

MANOA. San Francisco for New York, Washington, Oct. 15.

MANOA. San Francisco for New York, Washington, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, Washington, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles south of San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles from San Pedro, Oct. 15.

MANOA. San Francisco for New York, 260 miles from San Pedro, Oct. 15.

M It must be marketed, however, in closed containers or so treated as to prevent fermentation. Responsibility rests with the manufacturer.

Oct. 15.

MANOA, San Francisco for Honolulu, 715 miles from San Francisco, Oct. 15.

MOHINKIS, Honolulu for San Francisco, Oct. 15.

WEST NIGER, San Francisco for

SOUTH AMERICA

A CRUISE - TOUR

The Story of

"WOODSAW" GORDON

Make Him Your Choice For

MAYOR

efficient business man of high integrity and a clean record. Wherever he served he MADE GOOD.

Here is a short sketch of "Woodsaw" Gordon which was published last March in the Oregon Voter. We reprint it for the information of the voters:

By C. C. Chapman, Editor and Publisher "Oregon Voter."

"A Genuine Business Man."

HERBERT GORDON.

TERBERT GORDON is not like a woodsaw, as he is a very quiet sort of a man, but he likes a woodsaw, for by running one for five years in Lane County, he got his financial start in life. I had known Gordon years ago as a business man in Eugene, who seemed to be a live-wire and to enjoy the respect of other business men. but I never got a very close line on him until we went to the legislature last session. He had come to Portland, some ten years ago, after having sold out his retail furniture store in Eugene for a sum said to be \$40,000 or \$50,000 net cash, and had engaged in building buildings for sale and buying old buildings, remodeling them and selling them. The next I heard of him he had hought a title and trust company. Then came on the times that were hard for the realty owner. but I would hear of him every now and then as having built a new apartment house or remodeled some other kind of a building, and selling it. He seemed to be carrying quite a heavy property load at a time when property was a drug, and on top of that was one of the very few men who had confidence enough in Portland, and in his own ability, to keep on buying, building and selling and then buying and building some more.

Then he became a candidate for the legislature. I checked up on his reputation for integrity and found it rated first class, and as he was a considerable taxpayer and had gone through a lot of business experience, I thought he was the kind of man who ought to be sent to the legislature for the good of state and city. So "The Voter" supported him, as did other reputable forces, and he made a fine run and was

At Salem he was a very quiet, modest man, seldom speaking on the floor, but active in committee work. He had a faculty of sifting any legislative proposition down to its elements, grasping the main points as well as the details, and then being able to discuss it in a quiet, explanatory way that made everything clear and plain. He also had a faculty for judging human nature and showed not only a preference for associating with the clean, honorable members, but also capacity for opposing legislation that was questionable, and doing efficient work to

help secure its defeat. He interested himself in a number of constructive measures and demonstrated unusual effectiveness in getting them through. All this he did in that quiet way of his that antagonized few people and yet showed clearly where he stood. He was no trimmerwas a square shooter. All these things I noted, and contracted a high opinion of the man as legislator. . . .

Gordon's whole career has been a fight-not of the noisy, spectacular kind, but of the quiet, determined kind-and to date he has a record for winning. He was a farm boy near Eugene from the time he was 14; got some high school education in that city, and by pitching in the harvest field, earned \$100, with which he got his start with his steam woodsaw. Within five years he had bought his father and mother a small home and accumulated \$500, with which he started in the retail furniture business in Eugene. He and his wife were the only people in the store until it grew to the point where they could hire a clerk. Within nine years the business had been developed so that Gordon had built a brick business block to house it. He sold out, and with \$45.000, came to Portland.

He made money in his building and property ventures here while the real estate conditions were good, and then when the slump came, he didn't quit. He kept right on buying, building and selling. Last year, he was one of the few property-owners who seemed to sense that apartment buildings would continue to be in demand, so in 1917 he built one apartment structure at a cost of \$100,000, bringing in \$65,000 of Eastern money to help do it with; another at a cost of \$42,000, built with the help of some Seattle capital; remodeled another at a cost of \$10,000, and did some other improving. It was assuming a load that was heavy to carry, but he won out as usual, and the city is better for his constructive

He is as quiet as ever, mild-mannered and the reverse of ostentation, and he has sufficient interest in public affairs to be willing to stick his name up to be voted at again and then take on the burden of the campaign for speaker, and if elected, assume all the worries of the speakership. And he hasn't forgotten how to saw wood. -Oregon Voter, March 30, 1918.

Which Is Better for Portland-Business or Bluster?

(Paid advertisement. Gordon-for-Mayor Club.)

orient, 1906 miles west of San Francisco, Ocean Falls, 120 miles from Ketchikan, 8 P.M., October 15. ADMIRAL SCHLEY, San Francisco for Wilmington, 88 miles from San Francisco. HEBER, Portland for Rotterdam, 10 niles north of San Francisco. PARAISO, Portland for San Francisco.

cisco.
QUEEN, San Francisco for Seattle, 58
miles from San Francisco.
ERNEST MEYER, San Pedro for San
Francisco, 70 miles south of San Fran-ROYAL ARROW, San Francisco ARDMORE, San Francisco for Beau

ARDMORE, San Francisco for Beaumoni, 963 miles south of San Francisco. WEST CACTUS, San Francisco for Yokohama, 77 miles from San Francisco. CAPTAIN A. F. LUCAS, San Pedro for Cordova, 861 miles from San Pedro. EEMDUKE, San Francisco for London, leaving San Francisco for New York, 521 miles south of San Pedro, LANSING, Port San Luis for Honoliu, 1210 miles from Pert San Luis, 8 P. M., October 13.

DURANGO, San Pedro for Manila, 2238 miles from San Pedro.

niles from San Pedro. LYMAN STEWART, San Luis for Van-ouver, 930 miles from Vancouver. LA BREA, Port San Luis for Oleum, 49 W. F. HERRIN, Linnton for Aven, 360

GOVERNOR, Seattle for San Francisco
miles out of Victoria.
YOSEMITE, San Francisco for Seattle
110 miles south of Columbia river.
WILHELMINA, Honolulu for San Francisco.

J. E. Marshall is being held in Moro, Or., on a district court warrant clase, 1119 miles from San Francisco.
JALAPA. Tacoma for San Pedro, 231 miles south of Tatocah.
NORWOOD, Seattle for San Francisco, 250 miles south of Cape Flattery.
IRIS, Seattle for San Pedro, 250 miles south of Flattery.
ADMIRAL FARRAGUT, San Francisco for Seattle, 255 miles from Seattle.
J. A. MOFETT, towing barge No. 93, San Pedro for Seattle, via Columbia river, 781 miles north of San Pedro.
CELILO, Everett for San Francisco, 84 MILO, Everett for San Francisco, 84 MILO, Everett for San Francisco, 84 MILO, Everett for San Francisco, 85 miles north of Cape Hanco.
AVALON, Willapa Harbor for San Francisco, 8640 miles west of San Francisco, 8650 miles west of San Francisco, 9650 miles west of San Francisco,

TRAVELERS' GUIDE.

Holland - America Line NORTH PACIFIC COAST LINE oint Service of Holland-America Line and Royal Mail Steam Packet Co.) -Between-

ancouver, B. C., Puget Sound, Portland San Francisco and Los Angeles Harber -And-Botterdam, Antwerp, London, Liverpeo Hamburg, Havre, FREIGHT ONLY.

Sailings will take place as follows: "KINDERDYK" (12,000 tons d. w. October 29 And regularly thereafter,

Steamers are specially fitted with large cool rooms and refrigerators for the trans-portation of fresh truit, fish, etc.

OREGON-PACIFIC COMPANY,

SanFrancisco S. S. ROSE CITY Tuesday Oct. 19

FROM AINSWORTH DOCK. CITY TICKET OFFICE 3D AND WASH. PHONE MAIN 3530, FREIGHT OFFICE, AINSWORTH DOCK. PHONE BDWY, 268, THE SAN FRANCISCO & PORT-LAND S. S. COMPANY,

AUSTRALIA

Honotelu, Suva, New Zenland, The Falatisi Passenger Stramers 5. "NIAGARA" B. M. S. "MAKURA" 20,000 Tuns 13,500 Tons

Pedro for Scattle, 830 miles from

Prize Money Alleged Stolen. J. E. Marshall is being held in



S. S. "CITY OF TOPEKA" Sails 9:00 P. M., October 27, for Coos Bay, Eureka and San Francisco, con-necting with steamers to Los Angeles and San Diego. PASSENGER AND FREIGHT SER-VICE TO MENICO AND CENTRAL AMERICAN PORTS, FROM SAN FRANCISCO, VIA S. S. SENATOB, OCTOBER 30.

Pacific Steamship Company, Ticket Office 101 Third St. Freight Office Municipal Do Phone Main 5281,

Freight Service

Portland to Japan and China.
SS. CHOYO MARU, 8890 tons, leading early October.
SS. MEIYO MARU, 8890 tons, leading October 51.
For Tokohoma, Kobe and Shanghal.
*Also Manils, P. I. Freight and Passenger Service.

SS. ANYO MARU, 12,000 tons, loading January 13, 1921.

For rates, farce, space and information Address. OREGON-PACIFIC COMPANY
General Agents
Wilcox Bidg.
Main 4565.

Grand Christmas Excursion to S. S. AQUITANIA For Reservations and Tickets
Apply LIDELL & CLARKE,
105 Third St. Phone Main 6404.

Astoria and Way Points STR. GEORGIANA

JANUARY 2914-S.S. EBRO TCAN EXA Winter Cruise Including the best there is to see in South America and the celebrated trip over the Andes. Down the West coast on the luxurious Pacific Line steamer "Ebro"—up the East coast via the Lemport & Holt Line. Seventy days of pleasure on land and sea. An extended program of sightseeing the principal cities of South America. FOR ITINERARY SEE MAP Write for details AMERICAN EXPRESS
TRAVEL DEPARTMENT
Earl D. Walker, D. P. A., cor.
6th & Oak, Portland, Bdwy,
5060