IMPORTANT HARBOR WORK NOW ASSURED

Bill Enacted by Congress Benefits Many Ports.

COOS BAY TAKES LEAD

Total of $3,310,000 to Be Available for Channel Betterments in Marshfield District.

Highly important waterway projects in behalf of Oregon's commerce, involving channel improvements for the direct benefit of navigation, are embraced in the authorization bill passed last week by congress, and from the standpoint of the amount involved that having to do with Coos Bay betterments, aggregating $3,310,000, takes first place.

The Umpqua river project, for which $276,500 is to be made available as the government's half share to offset that provided by the taxpayers of the district, is of marked importance. Another item of $1,750,000, for the lower Columbia and Willamette rivers, covers an additional dredge, estimated to cost about $750,000, and provides for continuation of diking already under way.

Funds for all work outlined will be made available through the regular war department bill, according to the understanding here. The fact that the projects were in the authorization bill, with no definite means provided for obtaining the funds required caused some to feel that it might be necessary to enact special legislation to set aside money, but that is said to be embraced in the war department measure. In the regular rivers and harbors bill, signed June 30, a total of $42,815,661 was appropriated for maintenance work, so existing projects were cared for.

New Jetty Provided for.

The Coos Bay work assured in the authorization bill is for a new south jetty at the entrance and restoration of the north jetty, also improvement of Isthmus slough with a 22-foot channel to Millington, about three and a half miles above Marshfield. There is a 22-foot channel project for the bay proper, extending from the entrance to Marshfield, and that was virtually carried out some time ago save for a reef, about all of which has been blasted, and operations at present are confined to removing the material loosened. That is expected to be entirely out of the way next season.

The Umpqua river project is for completion of the north jetty, on which the Port of Umpqua has expended about $200,000, the money being provided from port district taxes. The government appropriation of $276,500 represents one-half of the estimated total cost.

Also on the coast is another jetty project, that at Newport, which is under way. Coquille river work has been prosecuted but was stopped this month because of seasonable conditions, the aim being to carry on improvements at the entrance during the most favorable summer months.

Dikes Important Feature.

As to the lower Willamette and Columbia rivers, the government maintains the pipeline dredges Multnomah and Wahkiakum as well as the self-propelling dredge Glatsop, on channel digging, and it is possible the dredge authorized in the new project will be of the pipeline type. Additional funds for dike building at certain bars are held of prime importance. About a dozen dikes are already decided on for this season. Those previously constructed have produced such encouraging results that with a complete system working it is hoped to control the current to maintain deep water, thereby reducing dredging to a minimum.

Authorization of work in Willamette slough, in connection with which $23,250 is mentioned, is for the removal of two dikes and a dam so towboats may move rafts and other tows that way, escaping strong currents in the main river in the freshet season, and keeping out of the way of loaded vessels which are troubled at times by tows moving from one side of the stream to the other. The work in the slough is contingent on local interests providing an equal amount of money.

There is an item of $4620 for the Clatskanie river that will be expended for channel work between the city of Clatskanie and the Columbia river.

NAWSCO STEAMER ARRIVES

Two Carriers In for Pacific Steamship Company.

Two of the intercoastal carriers were in for the Pacific Steamship company yesterday. The Artigas of the Nawsco line arrived at terminal No. 2 from Boston and way ports and will go to terminal No. 1 as well, loading her outbound cargo before proceeding to Seattle. The West Catanace was the other and she was ordered to terminal No. 4.

The Edgar F. Luckenbach did not finish loading cargo at terminal No. 1 yesterday and is expected to get away for Puget sound about noon today. Consignments of phonographs from the east brought by the vessel were discharged directly onto trucks and hauled to the depot to be reshipped to Spokane. The Steel Seafarer was dispatched by the Isthmian line last night for the Atlantic coast and the Steel Navigator arrived with eastern freight to discharge at terminal No. 1. The Texan of the American-Hawaiian line shifts early today from terminal No. 1 to the Eastern & Western mill to take on the last of her eastern cargo.

The Harry Luckenbach was to leave San Francisco last night or early today and though scheduled to arrive Wednesday may be earlier. She is credited by J. G. Euson, Portland manager of the line, with having proceeded from Philadelphia to San Francisco in 17 days, calling at San Pedro to discharge 2000 tons of freight as well.

BELLINGHAM HAS PUBLICITY

London Journal Tells of Natural Harbor Advantages.

In the September number of the Dock and Harbor Authority, published at London, Bellingham, Wash., is accorder prominence in connection with natural harbor advantages and its development possibilities, as well as recources of the district. Taggart Aston, M. A. A. E., and member of the Society of Terminal engineers, wrote the article, which shows existing facilities and conditions and outlines the proposed development details.

Besides photographs of harbor views there is published a supplement map of the district on which is indicated slip and pier construction plans as well as the reservation of space for varied industrial purposes, including a foreign trade zone.

SCHOONER AND FISH BURN

Golden West Destroyed by Fire With Loss of $18,000.

EUREKA, Cal., Sept. 23.—The schooner Golden West No. 2 was destroyed by fire while unloading salmon in Humboldt bay here early today.

The fire started at 11:30 o'clock last night and after the crew and stevedores had escaped the vessel was towed across the bay and anchored on mud flats.

The schooner had 2000 cases of salmon from Klamath river and 1800 cases had been discharged before the fire started. She will be a total loss. She was valued at $18,000 and was insured for $10,000. J. C. Crome was owner and master.

ST. HELENS CARGOES BIG

4,000,000 FEET OF LUMBER SHIPPED IN WEEK.

Several Vessels Due to Take Out Loads Within the Next Few Days.

ST. HELENS, Or., Sept. 23.—(Special.)—Lumber shipments from this port, while not as large as the previous week, totaled approximately 4,000,000 feet. The Japanese steamer Yoshida Maru departed Wednesday after having taken on 750,000 feet of lumber for delivery in the orient. The American steamer Steel Exporter finished taking 925,000 feet of lumber and departed late Wednesday night, and the Daisy Matthews, laden with 1,233,000 feet of lumber, left out the same night.

The McCormick steamer Celilo left tonight for San Pedro, carrying 965,000 feet of lumber and a number of passengers, and the steamer Viking will finish taking on a cargo of 1,300,000 feet of lumber and depart tomorrow night or early Monday morning.

The coasting steamer Daisy Putman is due to arrive Monday morning for a full cargo for San Pedro and the McCormick steamers Multnomah and E. H. Meyer are also due the first part of the week for lumber cargoes for California ports. The schooner Dauntless is taking on a cargo for Honolulu, and will sail in about ten days.

Port Calendar.

To Arrive at Portland.

Vessel—	From	Date
Kentuckian	New York	Sept. 25
Kinderdyk	Europe	Sept. 24
Senator	San Diego	Sept. 25
Wm. Campion	Gulf	Sept. 25
Arakan	Batavia	Sept. 25
West Islip	Australia	Sept. 26
Rose City	San Fran.	Sept. 29
Willhilo	New York	Sept. 30
Baja California	Cent. Amer.	Sept. 30
Bullaren	Aust	Sept. 30
Depere	West Coast	Oct. 1
Admiral Farragut	San Diego	Oct. 2
Adm. Goodrich	San Fran	Oct. 4

To Depart from Portland.

Vessel—	For	Date
Regulus	West Coast	Sept. 25
Rose City	San Fran.	Oct. 2
Edg. Luckenbach	New York	Sept. 24
Texan	New York	Sept. 25
Steel Navigator	Europe	Sept. 26
Kentuckian	New York	Sept. 27
Senator	San Diego	Sept. 27
Willhilo	New York	Sept. 30
West Keats	Orient	Oct. 1
Adm. Farragut	San Diego	Oct. 4
Adm. Goodrich	S.F. and way	Oct. 6

Vessels in Port.

Vessel—	Berth.
Artigas	Terminal No. 2
Babinda	Supple's dock
Chillicothe	Terminal No. 1.
Daisy	St. Helens
Daisy Freeman	Rainier.
Eastern Sailor	Terminal No. 1
E. H. Meyer	Couch St.
Edg. F. Luckenbach	Terminal No. 1.
Great City	Terminal No. 4
Frogner	Terminal No. 3.
Hanna Nielsen	Astoria
Hokkoh Maru	Inman-Poulsen's.
Iwatesan Maru	Irving dock.
Johan Poulsen	Kalama.
K. V. Kruse	Victoria Dolphins.
Louise Nielsen	Columbia dock.
Mundelta	Terminal No. 4.
Oregon Pine	Peninsula mill.
Oregon Fir	Peninsula mill.
Orient City	Terminal No. 4.
Pawlet	St. Johns Moorings.
Regulus	Inman-Poulsen's.
Seine Maru	Peninsula Mill
Stanbis	Globe.
Steel Navigator	Terminal No. 1
Texan	Eastern & Western
Thos. Crowley	Peninsula mill.
Usari Maru	Eastern & Western.
Victoria Maru	North Bank.
West Catanace	Terminal No. 4
West Keats	Oregon-Washington.
Yoshida Maru No. 1	Hammond.
Yuri Maru	P. C. Bunkers.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at Station G, 282 Oak street):

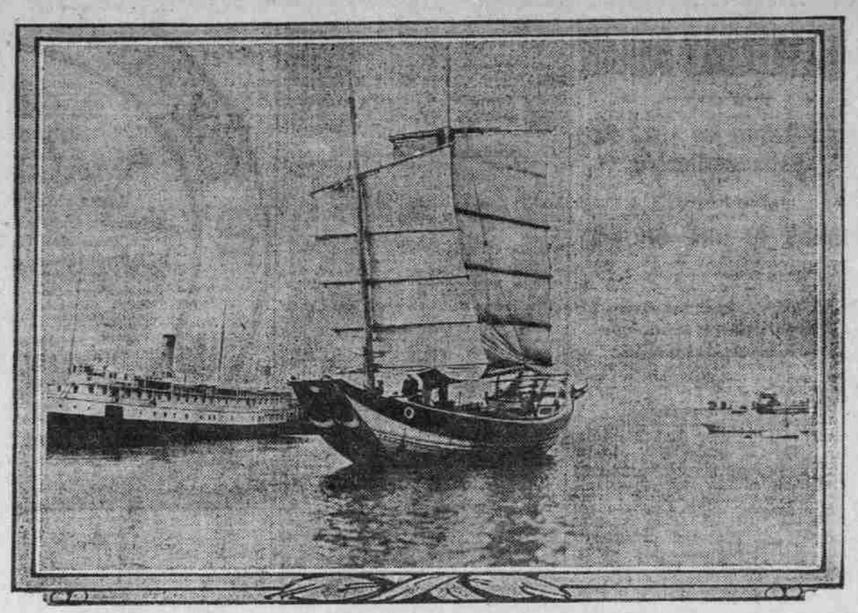
For Hawaii, 7:45 P. M., September 25, per steamer Wilhelmina, from San Francisco.

For Australia, 7:45 P. M., September 26, per steamer Bullaren, from San Francisco.

For Japan, China and Philippines, 11:30 P. M., September 27, per steamer Empress of Australia, from Seattle.

For Hawaii, China, Japan and Philippines, 11:30 P. M., October 4, per steamer Empress of Asia, from Seattle.

CHINESE JUNK OF 23 TONS MAKES VICTORIA AFTER STIRRING VOYAGE FROM SHANGHAI, BOUND FOR EUROPE BY WAY OF PORTLAND AND THE CANAL.



AMOY, BUILT BY MARINER AND SAILED BY CELESTIAL WIFE.

PORT NEEDS DISCUSSED

OLYMPIA HEARS TALKS ON COMMERCIAL FAILURES.

Opportunity to Get Ahead With Proper Development of Waterfront Is Pointed Out.

OLYMPIA, Wash., Sept. 23.—(Special.)—Olympia's history as a shipping point, its failure to take advantage of opportunities offered in the past for port development and the consequent lack of growth, and the possibilities to be attained through the creating of a port of Olympia with harbor development and attraction of overseas shipping to the port were discussed at the Rotary club's luncheon yesterday.

The topics were assigned in view of the decision of the county commissioners that the question of creating of the port of Olympia, embracing all of Thurston county, should be placed on the ballot for the November election.

J. M. Hitt discussed briefly the early shipping history of Olympia, beginning with the days when the first shingles, hand carved from a cedar tree which stood where Capital park now stands, were transported by canoe to Nisqually, where they were traded for peas and molasses.

The reason for Olympia's failure to grow as a commercial city was its failure to provide a harbor big enough and deep enough to care for the larger ships which naturally were built with the development of commerce, J. L. Peters told the Rotarians.

The growth of cities keeps pace with harbor development, Roscoe Fullerton said, quoting figures to show that Portland, Seattle, Astoria, Aberdeen and other cities have grown in greater proportion with the development of their ports than have the inland cities which had no such development.

Pacific Coast Shipping Notes.

ASTORIA, Or., Sept. 23.—The steamer Artigas, from Portland, Me., arrived at 4 o'clock this morning via San Francisco and went to Portland.

The steamer Eastern Sailor arrived at 6:15 this morning from the orient and went to Portland to discharge freight.

Carrying freight and passengers from Portland and Astoria, the steamer Rose City left at 5:30 tonight for San Francisco.

Carrying 900,000 feet of lumber from Warrenton and 250,000 feet from the Hammond plant, the steam schooner Halco left at 4:45 today from San Pedro.

The steamer Robert Luckenbach, with freight from Portland and Astoria, left at 1 o'clock this morning for New York and Philadelphia.

After loading 6000 cases of canned salmon at the Astoria terminals, the steamer Steel Exporter, which also carries general cargo from Portland, left at 6:30 last night for New York.

The Japanese steamer Tofuku Maru, with wheat from Portland, left at 3 A. M. for Colon for orders.

The steamer Admiral Goodrich, carrying freight and passengers from Portland and Astoria, left at 10:55 A. M. for San Francisco via Coos bay and Eureka.

The steam schooner Annette Rolph, with freight from Portland, left at 5 P. M. for San Pedro.

After discharging fuel oil in Portland, the tank steamer W. S. Porter left at 10 o'clock last night for California.

The Norwegian steamer Hanna Nielsen arrived at 4 o'clock this morning from Japan, bringing 1200 tons of oriental cargo which she is discharging at the Astoria terminals for reshipment to interior and Atlantic coast points. The Nielsen will also discharge about 800 tons of bunker coal here and will then proceed to Portland to load grain for Europe.

The Japanese steamer Yoshida Maru, scheduled to leave tomorrow for Japan, has besides general cargo from Portland, 1,614,000 feet of lumber from St. Helens, 700,000 feet from Wauna and 325,000 feet from the Hammond Lumber company's plant.

The steam schooner E. H. Meyer arrived at 10:30 today from San Pedro via San Francisco, bringing about 500 tons of rafting chain for the Benson Lumber company's plant at Wallace slough, and freight for Portland.

The Japanese steamer Seine Maru arrived at 10:40 today from the orient and goes to Portland to load.

The steamer West Catanace arrived at 10 A. M. from New York via San Francisco and went to Portland.

After loading 550,000 feet of lumber at Knappton for San Francisco, the steam schooner Daisy will shift tonight to St. Helens, where she will take on 200,000 feet, which has been barged from Ostrander to that point.

The Japanese steamer Yayoi Maru will be due tomorrow morning from the orient, en route to Portland.

TACOMA, Wash., Sept. 23.—There was a general shifting of big carriers at Tacoma today, with arrivals noted by steamship agents to and from coast and European ports. Lumber was among the larger cargo taken from Tacoma, although the Kasa Maru, which left tonight, had flour and wheat among her freight.

The Pomona of the Admiral line was an arrival this morning at the port pier, where this vessel will load a part cargo of lumber for the orient. The Eldridge left the port in the morning for the orient after loading lumber. This vessel, also operated under the Admiral flag, took some wheat from the Balfour dock dock.

The Kinderdijk of the Holland-American line, was an arrival at the smelter, where the steamer loaded copper for Europe. It was thought the Kinderdijk would leave in the night. The Kongosan Maru, after loading a part cargo of lumber at the port pier, left this afternoon for the orient.

The Northland, which arrived at the Baker dock last night, left tonight after loading at the Tacoma Grain dock for California.

On her first trip to Tacoma the steamship Ipswich, in the service of the American-Hawaiian line, is due at the Baker dock Monday. This vessel will call at Charleston and Savannah and other south Atlantic coast ports with Tacoma cargo. Under a new schedule adopted by the American-Hawaiian line, Tacoma producers will have the benefit of the fortnightly service by this company to gulf ports.

The Alaskan of the American-Hawaiian line is due Wednesday at the Baker dock. This vessel is in the European service. Considerable inbound freight is reported to be on the vessel. Doors will be one of the largest shipments out on the vessel.

The motorship Pedro Christopherson is due tomorrow at the smelter with ore. After discharging this vessel will go to Dupont, where nitrates will be unloaded. The Santa Cruz of the Grace line is expected at Tacoma Wednesday from Chile and Peru with ore.

The Steel Worker of the Isthmian line is due at the port piers tomorrow morning to pick up a consignment of lumber for New York. The steamer may leave tomorrow night.

The Depere of the General Steamship company line arrived here this afternoon to load for the west coast ports.

GRAYS HARBOR, Wash., Sept. 23.—(Special.)—The steamer Idaho arrived from San Pedro yesterday afternoon to load at the Wilson mill.

The steamer Raymond arrived from San Francisco to take lumber at the Hoquiam Lumber & Shingle company's mill.

The steamer Blue Triangle cleared for the east coast, via San Francisco, today.

The motorship Lassen cleared for San Pedro with cargo from the E. K. Wood mill.

The steamer Virginia Olson cleared for San Pedro with cargo from the Wilson & Donovan mills.

The steamer Catherine G. Sudden cleared for San Pedro.

The steamer Santa Veronica shifted from the Donovan to the Wilson mill, across the channel.

The Standard Oil company's tanker El Segundo, which was to have brought a fuel cargo here this week, has been diverted to Alaskan ports. The next tanker coming here will be the Atlas, due next week.

SEATTLE, Wash., Sept. 23.—The Medon, a shipping board vessel that has been in service, but has been tied up at Port Costa since she was built by the Hanlon Drydock & Construction company at Oakland, is due to leave here September 29 to load 11,000 tons of copper ore at Cordova and Latouche. The Medon, which arrived here last night for the Alaska Steamship company, which has purchased her, is commanded by Captain C. V. Westerlund.

Delays by storms to three vessels in the north are reported here. The Victoria left Nome today after having been held up several days by bad weather. The Redondo arrived at Port Althorp today after 17 days spent in discharging oil drilling equipment at Cold Bay. She had to cope with repeated storms and undeveloped facilities there. The Brooksdale is having trouble landing supplies for the United States bureau of education at St. George island.

The barkentine Muscooia was towed to sea today from Port Townsend by the tug Sea Monarch.

The United States coast and geodetic survey steamer Wildcat, which has been operating in Alaskan waters, is overdue one week at Yakutat from icy bay, according to advice received here. Captain Gray of the gasboat Rolfe notified J. C. McBride, collector of customs at Juneau, that he was starting on a search for the Wildcat.

PORT TOWNSEND, Wash., Sept. 23.—Bringing copper ore for Tacoma and nitrate for Dupont, the Swedish motorship Chilchoppen reported by radio that she would arrive tomorrow morning from the west coast.

The Carey Davis tug Oregon departed this evening for Coos Bay, Or., where she is under charter for six months to the port commission, which has an option to purchase her at the end of that time.

VANCOUVER, B. C., Sept. 23.—E. W. Greer & Son, Ltd., report the arrival of the Nippon Yusen Kaisha liner Toyooka Maru to load 3000 tons of flour, spelter, lumber and general cargo for the orient. She will go direct to sea from Vancouver.

The Osaka Shosen Kaisha liner Africa is in port from the orient with 500 tons to discharge and 1200 tons to load.

The Norwegian steamer Romsdahlhorn is in port to load lumber and copper for New York. She comes from Moji, Japan.

The Pacific Steamship company steamship Wheatland Montana is due Thursday from the orient with 10,000 bales of hemp for Vancouver discharge.

SAN PEDRO, Cal., Sept. 23.—On her initial voyage in the newly inaugurated San Pedro-Honolulu service, the City of Honolulu left this port today for Honolulu. Her sister ship, the City of Los Angeles, established this new service of the Los Angeles Steamship company about two weeks ago, when she sailed for the islands with a special party.

With 1500 tons of roll print paper for discharging here the Canadian Rover, Captain Forson, arrived today from Ocean Falls, B. C.

The McCormick Steamship company's steamer Edna arrived here today from Tacoma and Vancouver via San Diego with 375,000 feet of lumber, 1,000,000 lath and 40 tons of newsprint.

The American-Hawaiian freighter Floridian, which was in a slight collision last Thursday in the outer harbor with the Union Oil tanker La Purisima, sailed for San Francisco today.

SAN FRANCISCO, Sept. 23.—Definite plans for bringing about a saving in fuel consumption by shipping board vessels are to be made public within a few weeks, it was announced at the offices of the board. One of the plans now before the board which has received serious consideration, it was said, was the sending of shipping board liners' officers to League island to take an intensive course in firing boilers.

This plan was presented to the government by Captain C. McAllister, chairman of the fuel conservation committee appointed by the board, and Captain D. Robinson, chief of the board's engineering department. The board is contemplating a bonus for engineroom crews making a specified fuel record.

The first shipping board vessel to make a round trip under the 65-cents-a-day ration allotment was the tanker Stockton, which recently arrived in this port. The Stockton went to Manila. When she arrived here the entire crew, with the exception of the licensed officers, quit the ship, claiming the 65-cent ration was not sufficient.

The record of sailings and arrivals at this port today showed that 17 vessels, offshore and coastwise, sailed while 15 arrived. This is said to be a Saturday record.

The President Pierce, last of the 535 liners to be assigned to the Pacific Mail Steamship company by the shipping board for the San Francisco-Oriental run, is expected to arrive here tomorrow.

Tides at Astoria Sunday.

High.	Low.
2:58 A. M...8.0 feet	9:05 A. M...1.0 foot
3:00 P. M...9.2 feet	9:51 P. M...0.7 foot

Read The Oregonian classified ads.

QUAINT CRAFT ENDS 5300-MILE VOYAGE

Chinese Woman Master of 23-Ton Fishing Junk.

TRIP ROUGH AND STORMY

Modern Columbus, Bronzed Product of Sea, Braves Dangers; Glad Journey Is Over.

VICTORIA, B. C., Sept. 23.—Captain George Waard, a modern Columbus, has spanned the broad Pacific in a 23-ton Chinese fishing junk, with his Chinese wife as helmsman, his 9-year-old son as cook and cabin boy and a foremast crew of three Chinese, of whom two had never before been beyond the confines of Hongkong harbor. The vessel will call at Portland on the way to the canal.

Tired of life on the China coast, Captain Waard decided to return to British Columbia, his boyhood home. So he fashioned a ship, signed on hands and embarked with his family for America. That was at Shanghai, June 21.

5300-Mile Voyage Ended.

This week saw the finish of the remarkable voyage of more than 5300 miles of the Pacific. Into Victoria harbor Tuesday stole a fantastic craft, the like of which had never before been seen in these waters. People on shore rubbed their eyes in bewilderment at the strange vessel, with its towering stern, stump of a bow, amazing coat of red and blue and yellow, two bulging, brilliant fish eyes glaring from either side of the stem, three ill-cut sails bellying in the breeze and over all the five-striped flag of the Chinese republic.

The full tale of the 91 days at sea, as told by Captain Waard and his wife, matches the highest flights of the imagination. Second only in interest to the junk itself was a snake skin as great around as a man's thigh and ten feet in length, on view on deck.

"One night," said Captain Waard of this trophy, "when at anchor off the China coast, the barking of our chow dog awakened me. On the China coast you sleep with your gun on your pillow. So I had it handy as I sprang up, thinking pirates perhaps were boarding the ship. The sight to meet my eyes was the snake slithering down from the deck into the cabin. It took four shots to finish the beggar, and then I threw him out on the deck.

Snake Put in Pot.

"Half a minute later I followed him. But it was too late. These fellows (pointing to the Chinese seamen) already had him chopped up and in the pot. I didn't even get all his skin."

Full of pride in his vessel, the skipper had a thousand instances of her seaworthiness.

"She'll ride anything. If she wouldn't, we wouldn't be here. It was the roughest trip I have ever made, and I have made aplenty. She's here as dry as on the day of her launching, not a drop of water in her.

"Nervous? Not a bit of it. The Shanghai people were when we left. But I knew what was before us—no doctoring, no fresh provisions, no ice chest, hardship unstinted. I knew all that and so did mother.

"Water? Plenty of it for drinking. The tanks carry between 400 and 500 gallons. Washing clothes was out of the question. While we couldn't even commence to think of having a bath. As for the rest, there was always a fish to be caught on the road, a bird to be shot, or a porpoise to be harpooned. Food was the least of our worries."

Captain Glad Trip Is Over.

But with the trip over, Captain Waard smiled and admitted he was glad. His Chinese wife at the tiller concurred. "How did you like the trip?" she was asked.

"Well, not very much. It was a long way and very rough, but still we are safe."

Little Bob, 9 years old, born in China, with the voice and language of a westerner but the features of a Chinaman, lent his part to the interview.

"I didn't like it very much. Too much sea sick," he admitted. Then, licking first the cone in one hand, added, "Victoria more better than Shanghai. Ice cream more cheap here."

"If it wasn't for her we wouldn't be here," said the valiant skipper of his wife. "She can handle the ship better than I can, and the crew hop about when she gives orders. No, she isn't the mate, she's the master."

Captain Is Sea Product.

Big and brawny, Waard is a thorough product of the sea, bronzed and wrinkled by the suns and winds of many waters. Mild-mannered and affable, he seems to have something of the imperturbability of the ocean itself, gained through a lifetime of voyaging on the broad bosom. A Hollander by birth, he came to Canada as a lad and went to sea with the sealing fleet from Victoria at the age of 11. Years later he went to China.

The Amoy, as his junk is known, was built at Amoy at the cost of four months' labor and some thousands of dollars. She is 69 feet over all, has an 18-foot beam and five-foot draft. Her sails are so arranged that one man can manipulate them all if necessary. The vessel is identical in every respect of hull and lines with the fishing junk of the China sea, even to the customary eyes. To the Chinaman the ship's eyes are more important than her boats. They not only have to be there, but they must be placed there on certain days—joss days—with behind them a bit of money and a scrap of paper with some scribbling on it, all very significant ceremonies to the China seaman. Were the junk not so adorned, he reasons, how could it see in the dark? Ships, like people, have need of eyes to get safely about.

Voyage Is Thrilling.

The tale of the trip is a stirring one. Scarcely had Shanghai been left behind when typhoons swept down. The 1200 miles to Hakodate, North Japan, reached July 12, was one continual struggle. Six days later Hakodate was left, but the storm rushed up from the east and south, driving the junk ever north and north, until, passing among the Aleutian islands, it burst into the Behring sea. Repeatedly the rudder was carried away, to be repaired only to be swept away again. Half the distance was covered with a jury rudder dragging the vessel back. Calms and gales succeeded each other.

Unalaska, in the Aleutians, was sought for refuge August 28 and left again September 1. On this last leg of the voyage better luck was met with. A fair breeze sent him down the coast and in past Flattery.

Now that he is safely on the Pacific coast, Waard intends to navigate its entire length in his strange craft, pass through the canal and up the Atlantic side. In Seattle, Portland, San Francisco and other ports en route he will exhibit his ship. When he is through with the American continent he plans to cross the Atlantic to Europe.

Movements of Vessels.

PORTLAND, Sept. 23.—Arrived at noon, steamer Steel Navigator, from Baltimore. Arrived at 3:15 P. M., steamer Artigas, from Boston and way ports. Arrived at 1 P. M., steamer Eastern Sailor, from the orient. Arrived, steamer West Catanace, from Baltimore and way ports. Arrived, steamer E. H. Meyer, from San Francisco. Sailed at 10 A. M., steamer Rose City, for San Francisco.

ASTORIA, Sept. 23.—Left up at 9 last night, steamer Steel Navigator. Sailed at 11 last night, steamer W. S. Porter, for San Pedro. Sailed at 1 A. M., steamer Robert Luckenbach, for New York and way ports via Puget sound. Sailed at 3 A. M., Japanese steamer Tofuku Maru, for Algiers. Arrived at 8 and left up at 4 A. M., steamer Artigas, from Boston and way ports. Arrived at 5 A. M., Norwegian steamer Hanna Nielsen, from the orient via Seattle. Sailed at 5 A. M., steamer Annette Rolph, for San Francisco and San Pedro. Arrived at 6:15 and left up at 10 A. M., steamer Eastern Sailor, from the orient. Arrived at 10 A. M. and left up at 11:20 A. M., steamer West Catanace, from Baltimore and way ports. Arrived at 10:30 A. M., steamer E. H. Meyer, from San Francisco, left up at 11:50 A. M.

SAN FRANCISCO, Sept. 23.—Sailed at 8 A. M., steamer Lurline, for Honolulu via Astoria. Sailed at 7 A. M., French steamer Nevada, from Antwerp, for Puget sound and way ports. Arrived—Steamer Admiral Farragut, for San Pedro and San Diego. Sailed at 1 P. M., steamer Ipswich, from New Orleans, for Portland.

TACOMA, Sept. 23.—Sailed at 10 A. M., Dutch steamer Kinderdijk, for Portland.

PHILADELPHIA, Sept. 22.—Cleared—Steamer Wm. A. McKenney, for Portland and way ports.

YOKOHAMA, Sept. 20.—Arrived—Japanese steamer Mandasan Maru, from Portland.

SAN PEDRO, Sept. 23.—Arrived—British steamer Canadian Rover, from Ocean Falls via Astoria.

SAN DIEGO, Cal., Sept. 23.—Departed—Ruth Alexander, for Seattle and way ports, 9 P. M.

TACOMA, Wash., Sept. 23.—Arrived—Pomona, from Yokohama, via way ports, 10 A. M.; Kinderdijk, from Seattle, midnight; Depere, from San Francisco, 4:45 P. M.

Departed—Eldridge, for Yokohama, 9:15 P. M.; Dorothy Alexander, for San Francisco, 10:30 A. M.; Kongosan Maru, for Yokohama, 1 P. M.; Kago Maru, for Yokohama, via Seattle, 6 P. M.; Northland, for San Francisco, 8 P. M.

SEATTLE, Wash., Sept. 23.—Arrived—Robert Luckenbach, from New York, midnight; Willamette, from San Pedro, 3:20 P. M.; U. S. C. G. Snohomish, from Port Angeles, 2:15 P. M.; Port Angeles, from Eagle Harbor, 2:30 P. M.; Eldridge, from Tacoma, 12:30 P. M.

Departed—Dorothy Alexander, for San Diego, midnight; Pomona, for Tacoma, 5 A. M.

CORDOVA, Sept. 23.—Departed—Admiral Watson, southbound.

KETCHIKAN, Sept. 23.—Departed—Spokane, southbound.

VICTORIA, B. C., Sept. 23.—Passed—Walhemo, from Littleton to Vancouver. Departed—Niagara, for Sydney, 3 P. M.

BELLINGHAM, Wash., Sept. 23.—Arrived—Watson A. West, from San Francisco, 2:10 P. M.; Wahkeena, from British Columbia, 3 P. M.

Departed—Kentucklan, for Hamburg, 3:30 P. M.; Wahkeena, for British Columbia, 4:30 P. M.

RAYMOND, Wash., Sept. 23.—Special.)—Sailed—Anne Hanify, for San Pedro, at noon.

SAN PEDRO, Cal., Sept. 23.—Arrived—Hornet, from Coos Bay, noon; Oregon, from Aberdeen, 6 P. M.; Florence Olson, from Aberdeen, 8 P. M.; K. I. Luckenbach, from Boston, 6:30 A. M.; Canadian Rover (British), from Ocean Falls, B. C., 7 A. M.; Harvard, from San Francisco, 10:15 A. M.; W. S. Miller, from San Francisco, 5 P. M.; Edna, from Seattle, via San Diego, 10 A. M.; Julia Luckenbach, from Seattle, Portland and San Francisco, 11 P. M.

Sailed—Willhilo, for San Francisco, Portland and Seattle, 9 P. M.; Santa Barbara, for Eureka, via Redondo, noon; W. E. Sheeren, for San Francisco, noon; City of Honolulu, for Honolulu, 2 P. M.; Albert Jeffress, for New York, 2 P. M.; Harvard, for San Francisco, 4 P. M.; Trinidad, for Astoria, 5 P. M.; Santiam, for Eureka, 6 P. M.; Floridian, for San Francisco, Portland and Seattle, 6:30 P. M.; Edna, for Seattle, via San Francisco, 7 P. M.

BALTIMORE, Sept. 23.—Arrived—Ecuador, from San Francisco.

CRISTOBAL, Sept. 22.—Arrived—Orinoco, from New York for San Pedro; Dicto (Nor.), from San Francisco; Loch Katrine, from Seattle.

SHANGHAI, Sept. 22.—Arrived—President Wilson, from San Francisco.

PHILADELPHIA, Sept. 23.—Arrived—Atlantic Sun, from San Pedro.

LONDON, Sept. 23.—Arrived—President Garfield, from New York.

PLYMOUTH, Sept. 22.—Arrived—Rochambeau, from New York.

SOUTHAMPTON, Sept. 22.—Arrived—Majestic, from New York.

HAMBURG, Sept. 21.—Arrived—Saxonia, from New York.

VIGO, Sept. 21.—Arrived—Niagara, from New York.

NEW YORK, Sept. 23.—Arrived—Edith, from Arroyo; Natir, from Gothenburg; Feltore, from Dalquiri; Norma, from Chaparra; Argosy, from Antofagasta.

KOBE, Sept. 18.—Arrived—City of Oran, from Norfolk.

NEW YORK, Sept. 23.—Arrived—Mauretania, from Southampton; President Fillmore, from Bremen; Roma, from Marseilles; Lapland, from Southampton.

DANZIG, Sept. 9.—Arrived—Lituania, from New York.

LIVERPOOL, Sept. 22.—Arrived—Carmania, from New York; Haverford, from Philadelphia.

HAVRE, Sept. 21.—Arrived—Hudson, from New York.

PLYMOUTH, Sept. 22.—Arrived—President Garfield, from New York; Sept. 23, Manchuria, from New York.

SAN FRANCISCO, Sept. 23.—Sailed—Horaisan Maru (Jap.), for Portland and Seattle, 11 A. M.; Mexican, for Liverpool, noon; West Jappa, for Buenos Aires, noon; President Lincoln, for Honolulu, Yokohama and Hongkong, 9:30 A. M.

NEW YORK, Sept. 23.—Arrived—Port Hacking, from Liverpool; Vennonia, from London; Monterey, from Havana; Coelleda, from Hartlepool; Santa Rosa, from San Francisco; Puget Sound, from Sunderland.

SHANGHAI, Sept. 22.—Arrived—Arabia Maru, from Seattle.

SOURABAYA, Sept. 22.—Arrived—Dewey, from San Francisco.

NEW YORK, Sept. 23.—Arrived—Santa Rosa, from San Francisco.

SAN FRANCISCO, Sept. 23.—Arrived—West Katan, from Buenos Aires, 10 A. M.

PHILADELPHIA, Sept. 23.—Sailed—J. N. Pew, for San Pedro; William A. McKenney, for Pacific coast ports; Nevadan, for San Pedro.

CRISTOBAL, Sept. 22.—Sailed—Iowan, for San Pedro; Kangju Maru, for San Pedro; Iowa, for San Diego.

NEW YORK, Sept. 23.—Sailed—Vestris, for Buenos Aires.

LONDON, Sept. 23.—Sailed—President Polk, for New York.

GLASGOW, Sept. 22.—Sailed—Cameronia, for New York.

HONGKONG, Sept. 22.—Sailed—President McKinley, for Seattle.

GENOA, Sept. 18.—Sailed—Dante Alighieri, for New York.

ANTWERP, Sept. 21.—Sailed—Gotland, for New York.

QUEENSTOWN, Sept. 22.—Sailed—Laconia, for New York.

LONGSHORE CREWS BUSY

888 EMPLOYED IN PORT ON LAST FRIDAY.

Gangs Equally as Large Said to Have Been Engaged in Harbor Yesterday.

Longshore work which drew 888 men to handle cargo aboard 24 vessels Friday was said to have furnished as much employment yesterday, and it was estimated there would be a rush for the remainder of the month, principally because of the necessity of dispatching grain cargoes before October.

The men were hired at the neutral hall, and it was said there yesterday that many who left the cit to engage in fishing and follow other vocations are returning, so there would be no question about meeting calls for longshoremen. The number working for the last two days of the week is rated the peak since the settlement of the longshore strike the latter part of June.

Additional facilities have been provided at the hall for dispatching men, Fred Buckman and A. E. Barnes of Longshoremen's Union 38-6, having been named to serve as dispatchers for members of their local, while M. Milner and F. Heuser are dispatchers for the non-union workers. The union men are represented on the managing committee for the hall by Herman Larson, who was named by the local last week to succeed Fred Buckman in that capacity.

Orders were placed yesterday for gangs to work some of the vessels in port today, they being such as are operated on schedule. It was reported that the same line of activity looking to a strike move was being continued by I. W. W. followers, but the date had not been given out.

Danish Ship Takes Lumber.

Included in the lumber cargo of the Danish motorship Afrika, which sailed last night for European harbors, was 30,000 feet of fir decking for Gothenburg, Sweden. She had parcels as well for London, Rotterdam and Sheerness. The vessel flies the flag of the Danish East Asiatic line.

Marine Notes.

The steamer Rose City was included in yesterday's departures for San Francisco. The vessel swung away from Ainsworth dock on schedule with a number of travelers aboard.

The McCormick steamer Celilo, bound for southern California by way of San Francisco, got away from St. Helens yesterday with an average passenger list and full cargo. The Viking was started from St. Helens for San Francisco with a lumber cargo. The steamer E. H. Meyer, bringing general cargo for the McCormick line, arrived from San Pedro and San Francisco and berthed at the Couch-street dock. She will load for the return at St. Helens.

E. G. McMicken, passenger traffic manager of the Pacific Steamship company, was in the city yesterday on his way from Seattle to San Francisco. Mr. McMicken says travel by water is continuing along the coast this season in a most encouraging way.

The Port dredge Willamette finished operations at Supple's dock yesterday and the motorship Babinda was the first carrier to use the slip with the depth again increased so as to accommodate some of the deep-draft carriers. The Babinda will load considerable news print there this voyage, it having been assembled by the Crown Willamette Paper company for California delivery. The paper is brought from the Oregon City plant by river steamers and delivered to the upper level of the dock by means of an elevator, which was first used for that purpose last week.

Her services for the year being ended the salmon ship Lovel G. Burgess was towed to Goble yesterday to lay up. Salmon brought from Alaskan canneries is beginning to move to the Atlantic seaboard on liners.

The Japanese steamer Hokkoh Maru, of the Yamashita fleet, moved yesterday from terminal No. 4 to the Inman-Poulsen mill.

The steamer Daisy, which started her lumber cargo at Warrenton, was to have proceeded to St. Helens last night to finish loading for San Francisco.

The Japanese steamer Seina Maru, arriving yesterday from the far east, was fumigated on the way from Astoria and was ordered to berth at the Peninsula mill.

M. W. Gaither has been signed aboard the tug Knappton, vice Philip Taylor, and O. G. Graham has taken command