WAWALONA BUCKS TROPICAL STORM

Admiral Line Carrier Has Adventurous Voyage.

HIT ORIENTAL TYPHOON

Army Stowaways Are Taken From Manila and Ship Pulled Off Osaka Beach.

After bucking a tropical typhoon, providing unpremediated board and lodging to 10 stowaways from one port to another, and pulling a stranded steamer off the beach, the steamer Wawalona, of the Admiral line oriental service, arrived at municipal terminal No. 4 late Wednesday night and yesterday started working her 150 tons of cargo.

The adventures of the voyage, as related by Captain K. P. T. Wood, began when the Wawalona was within sight of Manila on the outward voyage. The typhoon struck with characteristic suddenness, and for 12 hours the freighter headed into it, barely keeping steerage way.

Manila Houses Wrecked.

The vessel was not damaged by the blow, but on landing at Manila, her crew found houses wrecked, shade trees uprooted and other evidence of the storm's violence.

While cargo was being worked at the island port, 10 would-be deserters from the army boarded her and took up lodging in one of the holds with mattresses, blankets, food and drinking water. They were found after the Wawalona was several days out at sea, and they were turned over to the proper authorities at Hongkong.

The next break in the routine ocurred while the Wawalona was discharging at Kobe, Japan. Orders came from the agent of the line to cease operations immediately and go to the assistance of the steamer Cape May, which was on the beach outside of the breakwater at Osaka.

Ship Pulled Out of Mud.

The Wawalona found her drawing 18 feet in 12 feet of water, put lines aboard and stood by. At the next high tide, which occured the following morning Captain Wood ordered a pull on the lines, and the Cape May slid into deep water. She was undamaged by her imprisonment in the soft mud and continued on her way to Kobe. The steamer Cape May is operated by the Barber lines out of New York.

COPPER GOING TO NEW YORK

Steamer Hannawa Will Load 1000 Tons of Montana Product.

BUTTE, Mont., Oct. 7.—The steamship Hannawa, leaving Seattle October 25, will carry 1000 tons of copper from the Anaconda Copper Mining company's Great Falls plant consigned to New York.

Announcement was made today by E. H. Lang, western traffic manager of the company, that because of the saving in freight effected over the all-rail routes, shipments by way of the Panama canal would be a regular thing in the future.

Ship Charter Not Money Contract.

SAN FRANCISCO, Oct. 7.—The charter party, or instrument through which a ship is chartered, cannot be construed as a contract for the payment of money, the state district court of appeal held here today in dissolving an atachment against the steamer Bango of Seattle, following its alleged failure to fulfill a charter party agreement to bring a cargo of copra from the south seas to this port.

Alfred Greenbaum of this city had been given the attachment upon a damage claim of $28,000.

Suit to Halt Docks Dismissed.

WASHINGTON, Oct. 7.—The supreme court today dismissed the suit brought against the city of Oakland, Cal., to prevent condemnation of extensive waterfront properties valued at $500,000 for use in construction of a system of city docks.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Oct. 7.—(Special.)—Advices received from the north today reported that the United States coast guard cutter Bear, which recently came out from the Arctic ocean, had broken down off St. Lawrence island and that the cutter Algonquin had steamed from Unalaska to her rescue. The Bear's boilers, according to the advices, became disabled at the end of last week and she then sent a wireless message for assistance.

The big motorship George Washington of the Norway-Pacific line, arriving from Norway and Sweden, began loading 4000 tons of flour at the west waterway plant of the Fisher Flouring Mills company for Bergen and Christinia.

With Seattle's first big shipment of apples to Europe by the all-water route, the Holland-American line's 12,100-ton refrigerator steamship Eemdyjk departed last night for London, Rotterdam and Antwerp as the first ship in the Dutch company's new service from Elliott bay.

The first preferred mortgage under the provisions of the merchant marine act in the district of Washington was filed today by the Commodore Shipping company. It was to the Scandinavian American bank, filed by the Commodore Shipping company, on the sailing schooner Commodore and was for $140,000. The new act's provisions place ship mortgages on a basis that makes them desirable as an investment. Actual construction of the $122,240 transit shed ordered by the port commission for the west side of Smith Cove pier B will be begun next May, according to estimates today.

In the service of the Pacific Steamship company the big United States shipping board steamship City of Spokane commenced loading outward-bound cargo at Smith Cove terminal this morning for China and Japan.

GRAYS HARBOR, Wash., Oct. 7.—(Special.)—The schooner Forest Friend arrived from Honolulu this afternoon. She docked at the Grays Harbor Motorship company's wharf for inspection and possible repairs following her voyage. Later she is expected to again load a foreign cargo.

COOS BAY, Or., Oct. 7.—(Special.)—The steamship City of Topeka arrived this morning from Portland and crossed the bar at 11:20. She will sail this morning for Eureka and San Francisco.

The gasoline schooners Tramp and Magnolia, which brought in salmon from the Rogue river canneries, departed tonight at 5 o'clock for Wedderburn and Gold Beach.

The steamer G. C. Lindauer, scheduled to arrive here from San Francisco on October 9, came in tonight with a freight cargo.

The steam schooner Martha Buehner arrived from San Francisco at 5:20 tonight.

ASTORIA, Or., Oct. 7.—(Special.)—The steamer Rose City, bringing freight and passengers for Astoria and Portland, arrived at 10:35 this morning from San Francisco.

The schooner W. H. Talbot arrived at noon today from San Francisco to load lumber at the Inman, Poulsen mill.

The British steamer Isis from Middlesborough, England, was due tonight en route to Portland.

The tank steamer J. A. Moffett, after discharging fuel oil in Astoria and Portland, sailed at 8:30 this morning for California.

The steam schooner Ernest H. Meyer, laden with lumber from Portland and St. Helens, sailed at 6:30 this morning for San Pedro and San Diego.

The British steamer Bermuda, laden with wheat from Portland, sailed at 8:45 this morning for the Panama canal for orders.

The steamer Artigas, after taking on 1,500,000 feet of ties at Wauna, shifted today to West port to load 500,000 feet of lumber for the Atlantic coast.

The steamer West Cannon, laden with wheat and flour from Portland for the United Kingdom, sailed at 6:30 tonight.

TACOMA, Wash., Oct. 7.—(Special.)—The European-Pacific steamship West Katan sailed this afternoon for Europe and way ports. The steamer goes from Tacoma to Portland, where she will load ties and other freight.

The Iris, formerly United States training ship, is due here tomorrow to load flour and lumber for Cuba and New Orleans. This will be the first trip of the Iris here in trading lines, though she made port regularly while in government service.

The Nome City, from San Francisco, is due tonight or tomorrow morning with general freight for Tacoma firms.

The motorship Balcatta, which was expected this week, it is said now, will not be here until the latter part of the month. The Balcatta has some general cargo to load for west coast ports.

Making the second vessel of the Holland-American line to come to Tacoma within the past two weeks, the Kinderdyk is due here Monday to load for ports of northwestern Europe. The vessel goes from here to Portland to load a part of her cargo. The Tacoma freight will consist of 2000 tons of wheat and some miscellaneous cargo.

Libel services arrived here from Seattle this morning against the bark Belfast. It is alleged by Robert Gray that while working aboard the Belfast at Seattle an anchor chain fell on him. He asks $1500. The Belfast was ahead of the libel, having sailed Wednesday afternoon.

The port of Tacoma's budget of $191,819, for which a two-mill tax is being levied, will be expended next year as follows: Administration, $21,678; supplies and equipment, $2163; engineering, $1834; bond interest, $125,000; auditing books, $90.

In tow of the steamer Anyox, which returned to Seattle, the barge Henry Williard arrived at the gypsum plant Thursday with a full cargo of gypsum from Alaska.

The Nelson steamer Nome City was expected to arrive late tonight from San Francisco with general cargo. The Saginaw, of the same line, will not make Tacoma this trip.

SAN PEDRO, Cal., Oct. 7.—(Special.)—The steamer Pallas arrived this afternoon from Rio Janeiro and Buenos Aires with a heavy cargo of corn and other South American products.

The Windber arrived today from Arica and after bunkering at the Standard Oil docks sailed for San Francisco this afternoon.

The Hawaiian is due to sail from New York Saturday for here and San Francisco in the service of Williams, Dimond & Co. This will be the first visit of the former American-Hawaiian steamer since the outbreak of the war in Europe. The Iowan is due to sail later in the month and will be followed by the Texan and the Mexican. Portland will be one of the ports of call for the fleet which is resuming the intercoastal service under new owners.

E. G. McMicken, general passenger agent of the Admiral line, spent today in conference with local representatives of the line. He reported that there was no danger of passenger travel diminishing between northern ports and California.

Preparations for the celebration of Cabrillo day are being completed. Practically every ship in port will take some part in the water pageant, if nothing more than to illuminate when the replica of the Caravel of Cabrillo enters the port.

SAN FRANCISCO, Oct. 7.—(Special.)—Three typhoons that caused considerable damage to shipping last month in oriental waters were escaped by the Pacific Mail steamer Ecuador, which arrived here this morning. Shortly after the vessel sailed from Yokohama a heavy gale swept that part of the Japanese coast and good fortune again rode with the Ecuador when the craft passed through the tail end of a typhoon outside of Kobe. The vessel for the third time missed the typhoon that created havoc with shipping and caused a million dollars' worth of damage at Manila.

Japanese quarantine regulations at Yokohama forced the Ecuador to remain in port for two days pending a sanitary examination of the ship and those on board. Passengers arriving here yesterday were indignant at the methods of the Japanese doctors, who forced them to submit to nonsensical rules, one of which was the closing of all lavatories on the vessel during the two days' stay in port.

The steamers Eastern Gale and Mohinkis, running in freight service between this port and the Hawaiian islands, will be recalled from this service on arrival in this port, according to officials of the Matson Navigation company. The Eastern Gale is a vessel of 2872 tons, which has been serving on the company's triangular freight service. The Mohinkis, 3758 tons, was running from here to Honolulu. Company officials stated that the vessels will be withdrawn following the cleanup of the pineapple and sugar shipments.

With a full cargo of merchandise to the Holland-American, the Dutch steamer Kinderdyk, 2829 tons, arrived here today 45 days from Rotterdam via New York.

Four vessels, flying the Nipponese flag, passed through the Golden Gate today. They were the Borneo Maru, en route from Hongkong to New Orleans, calling in here for bunkers; the Kureha Maru, from Muroran for New York, called in for fuel, and Amur Maru, McCormick & McPherson, agents, arrived from New York for bunkers. The vessel is bound for Kobe. The fourth arrival was the Japanese naval oil tanker, Sunosaki, from Yokosuga, for a cargo of fuel oil.

PORT TOWNSEND, Wash., Oct. 7.—(Special.)—The former U. S. training ship Iris, which was recently sold to the Atlantic, Gulf & Pacific company arrived this evening from San Pedro, proceeding to Seattle, where she will load general cargo for New Orleans and other Atlantic ports.

The steamer Santa Inez, carrying general cargo, lumber and explosives, sailed this morning, towing the Peruvian bark Belfast for ports on the West Coast. Returning, these vessels will bring copper and copper ore and nitrate, the two former commodities for Tacoma and the latter for Dupont.

The Norwegian motorship George Washington, arriving yesterday, will load a part cargo of grain at Seattle, completing at Tacoma, for northern Europe. This will be her second grain cargo loaded on Puget sound this year for Europe.

The fishing schooner Fannie Dutard, after spending the season in the north under charter to the Stillmick company, returned yesterday with a part cargo of fish. Upon her arrival her owners filed a petition in the King county superior court, asking for a restraining order to prevent her from discharging her cargo until money due on her charter is paid.

Marine Notes.

The North China liner West Keats finished discharging at terminal No. 2 yesterday and moved to terminal No. 1 for fumigation. She will start loading there this morning for her next outward voyage.

The new steam schooner Pacific, built by Kruse & Banks at North Bend, will be ready for her trial trip about the middle of this month, according to information received here. A five-masted sailing schooner, built on builders' account, is now on the ways at the Kruse & Banks yard and will be ready for operation early next year.

The schooner William H. Talbot arrived in the river yesterday afternoon, 21 days from San Francisco, to load lumber. She will be towed up the river this morning to the Inman-Poulsen mill.

The Rolph tug Storm King, which came from San Francisco to Astoria to tow the lumber-laden barkentine Annie M. Rolph down the coast, left for Vancouver, B. C., when the Annie Rolph broke her capstan, and will take the barkentine Annette Rolph to sea from that port, returning to Astoria for the Annie M. Rolph.

The British steamer Isis, coming to load wheat for Kerr, Gifford & Co., reported by radio yesterday that she would be off the Columbia river lightship at 10 o'clock last night.

The shipping board tank steamer Stockton was reported as leaving Seattle yesterday morning for Portland with fuel oil to be delivered here for the account of the supply and sales division.

After discharging 5140 tons of bulk molasses, the tanker City of Reno left down from terminal No. 4 at 2:30 P. M. yesterday for San Pedro, where she will take another cargo of fuel oil for Honolulu.

The steamer Paraiso is scheduled to move to St. Helens this morning in time to start loading lumber there at 8 o'clock.

The steamer Heber moved yesterday afternoon from terminal No. 1 to her loading berth at the Portland Flouring mills.

Tides at Astoria Friday.

High.	Low.
10:12 A. M....8.0 feet	4:02 A. M....0.5 foot
10:23 P. M....7.8 feet	4:36 P. M....1.5 feet

U. S. ENGINEER BODY HEARS RIVER PLANS

Idaho Irrigation Projects Discussed at Moscow.

ROUTE TO SEA ASKED

Value of Snake River Dam to Government Told by Many Delegates at Session.

MOSCOW, Idaho, Oct. 7.—(Special.)—Seven members of the United States board of engineers for rivers and harbors, had a hearing here last evening on the project calling for canalizing and the damming of the Snake and Columbia rivers to improve navigation, develope water power and provide irrigation for unreclaimed lands along the river banks. The party included General Harry Taylor, Colonel J. C. Sanford, Colonel Charles Keller, Colonel W. B. Laduc, Colonel J. C. Oakes, Major C. S. Ridley and A. H. Weber.

This hearing was for the purpose of determining feasibility of a government appropriation for building ten dams at points along the rivers to provide navigation for sea going vessels as far as Lewiston. Suveys have been made by federal engineers and locations established. The present hearing is to determine the extent of resources tributary to the rivers affected by this development.

General Taylor stated at the meeting that preliminary investigation revealed the project worthy of full survey and resulted in authorization of the present hearing to secure complete data.

R. C. Beach, chairman of the local committee on water transportation, and E. A. Cox, an attorney, presented data relative to the immense area of white pine and other timber in central Idaho, tributary to the Snake river, also to the great need of water power for building up manufacturing industries in Idaho. W. E. Chandler, engineer for the Washington reclamation service, stated that his state made appropriations for investigation of the site for irrigating and a power dam at five-mile rapids, near Pasco, and that great possibilities for reclamation and power development existed. Marshall Dana of Portland, representing J. N. Teal, pioneer worker for an open river from Lewiston to the tidewater, stated the rivers and harbors convention held at Portland, unanimously approved the canalization project, and that wonderful development of inland empire resources would follow this step. Hon. John W. Summers, represented Walla Walla, giving data on tonnage of fruit, alfalfa, and agricultural products obtainable from lands in southern Washington if redeemed by irrigation from Snake river. Mayor J. E. Hoobler, Clarkston; M. A. Means and Eugene O'Neill of Lewiston, and Harry W. Powers of Pasco, spoke along the same lines.

The government engineers left this morning on the government boat Umatilla, to make a leisurely trip to Portland studying river conditions en route. They will reach Portland Saturday.

SUBMERGED STEAMER RAISED

Little River Craft Butterfly Is Lifted With Aid of Diver.

The little river steamer Butterfly, which sank at her moorings a few days ago, was raised yesterday morning by the use of two derrick scows, after lines had been passed under the sunken boat by Fred de Rock, submarine diver. The boat was being pumped out yesterday and the cause of the sinking had not been determined.

De Rock has been absent from his old haunts for several months, and explained his disappearance yesterday by saying that he had been diving for gold in the bottom of the Snake river near Boise, Idaho. Though he did not discover a new Klondike, he succeeded in bringing enough nuggets to the surface to pay his expenses. He intends to try the under-water mining again next summer.

De Rock at present is making his headquarters at the Vulcan Machine works and expects to rig up a float in a few days at the mooring of the fireboat George H. Williams.

FIRE DESTROYS WOOD CRAFT

Wonahbe, Built at Astoria, Burns to Water's Edge Near London.

Word has been brought to this city by Captain Matt Johnson, master of the steamer Springfield, of the North Atlantic & Western Steamship company, that the wooden shipping board steamer Wonahbe, built by the George F. Rodgers company at Astoria, recently burned to the water's edge in the Thames river near London.

Captain Johnson took the Wonahbe to the Atlantic on her first voyage.

The steamer Springfield is loading the last of a cargo of lumber and ties at the Portland Lumber company's mill, and will go down the river about noon today for Boston.

Movements of Vessels.

PORTLAND, Oct. 7.—Arrived at 5 A. M., steamer F. H. Buck, from Monterey; arrived at 10 P. M., steamer Rose City, from San Francisco; sailed at 6 A. M., steamer West Canon, for Cork, U. K.; sailed at 2:30 P. M., steamer City of Reno, for San Francisco.

ASTORIA, Oct. 7.—Sailed at 6:30 A. M., steamer E. H. Meyer, for San Pedro; sailed at 8:30 A. M., British steamer Bermuda, for United Kingdom; sailed at 8:30 A. M., steamer J. A. Moffett, for San Pedro; sailed at 10 A. M., United States ship Rose, for sea; arrived at 10:35 A. M. and left up at 2:30 P. M., steamer Rose City, from San Francisco; arrived at 12:30 P. M., schooner William H. Talbot, from San Francisco.

COOS BAY, Oct. 7.—Arrived at 11 A. M., steamer City of Topeka, from Portland for San Francisco and Eureka.

SEATTLE, Oct. 7.—Sailed at 6 A. M., steamer Stockton, from San Pedro for Portland.

SAN FRANCISCO, Oct. 7.—Arrived at 8 and sailed at 10 last night, steamer Multnomah, from Portland for San Pedro; arrived at 11 last night, steamer Johan Poulsen, from Portland; arrived at 1 A. M., steamer Daisy Putnam, from Portland; arrived at 1 A. M., Dutch steamer Kinderdyjk, from Rotterdam for Portland.

SAN PEDRO, Oct. 6.—Arrived—Steamers Clauseus, from Sabine for Portland; Eastern Soldier, from Portland for Philadelphia. Sailed at 6 P. M., steamer Ryder Hanify, for Columbia river.

SEATTLE, Wash., Oct. 7.—Arrived—Steamers President, from San Pedro via San Francisco; Argyll, from Port San Luis; Saginaw and Nome City, from San Francisco.

Sailed—Steamers Jefferson, Alaska and Spokane, for Southeastern Alaska; Stockton, for San Pedro via San Francisco; Queen, for San Diego via San Francisco.

TACOMA, Wash., Oct. 7.—Arrived—Motorship Kron Prinzessen Margarita, from Christiania and way ports.

Sailed—Steamers West Katan, for Liverpool via Portland; Siskiyou, for San Pedro; West Ivis, for oriental ports via Seattle.

SAN FRANCISCO, Oct. 7.—Arrived—Steamers Kureha Maru, from Muroran; Westport, from Crescent City; Kinderdyjk, from Rotterdam; Amur Maru, from New York; Ecuador, from Manila; West Cahohia, from Philadelphia.

Sailed—Steamers El Segundo, for Seattle; Admiral Schley, for Seattle.

SAN PEDRO, Oct. 7.—(Special.)—Arrived: Steamers Brunswick, from Fort Bragg, 6 A. M.; Spokane, from Lower California, 8 A. M.; Windber, from Arica, 9 A. M.; Eastern Soldier, from Portland, 8 A. M.; Phoenix, from Greenwood, 7 A. M.; Admiral Dewey, from San Diego, 7 A. M.; Horace Baxter, from Puget sound, 1 A. M.

Sailed—Steamer Admiral Dewey, for Seattle, 10 A. M.; Trinidad, for Columbia, 5 P. M.; Santa Monica, for Eureka, 6 P. M.; South Coast, for Crescent City, 6 P. M.; Helen, for Grays Harbor, 6 P. M.; Washington, for Eureka, 6 P. M.; Windber, for San Francisco, 5 P. M.; Clauseus, for Seattle, 6 P. M.

SHANGHAI, Oct. 5.—Arrived: Pearl Shell, from San Francisco.

BUENOS AIRES, Oct. 5.—Sailed: West Norranus, for Seattle.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

SANTA INEZ, towing barge Belfast, Tacoma for San Francisco, 631 miles north of San Francisco.

STOCKTON, Seattle for Portland, off Umatilla reef.

ELLOBO, Victoria for San Francisco, 310 miles north San Francisco.

EARNEST H. MEYER, Columbia river for San Pedro, 95 miles south of Columbia river.

CITY OF TOPEKA, Marshfield for Eureka, 132 miles north of Eureka.

CELILO, San Francisco for Seattle, 46 miles from Cape Blanco.

LYMAN STEWART, San Luis for Vancouver, 410 miles from Vancouver.

MOFFETT, Portland for San Pedro, 764 miles north of San Pedro.

OZMO, Kuskokwim river for Seattle, 84 miles from Seattle.

SPOKANE, Seattle for Ketchikan, 38 miles from Seattle.

MONTAGUE, Yokohama for Portland, 514 miles from Columbia river, reported 8 P. M. October 6.

LURLINE, San Francisco for Honolulu, 1290 miles from San Francisco, reported 8 P. M. October 6.

NILE, San Francisco for Orient, via Honolulu, 1317 miles southwest of San Francisco, reported 8 P. M. October 6.

CAPTAIN A. F. LUCAS, towing Barge 93, Vancouver for San Francisco, 920 miles from San Pedro, reported 8 P. M. October 6.

WEST HIKA, Honolulu for San Pedro, 830 miles from San Pedro, reported 8 P. M. October 6.

WEST SEQUANA, San Francisco for Yokohama, 1493 miles from San Francisco, reported 8 P. M. October 6.

EVERETT, Everett for San Pedro, 613 miles south of Everett, 8 P. M. October 6.

CELILO, San Francisco for Seattle, 150 miles north of San Francisco, 8 P. M. October 6.

WAHKEENA, Grays Harbor for San Pedro, 310 miles south of Grays Harbor, 8 P. M. October 6.

RICHMOND, towing barge 95, Seattle for San Pedro, 540 miles from San Pedro.

COLONEL E. L. DRAKE, Point Wells for San Pedro, 625 miles from San Pedro.

ADMIRAL FARRAGUT, Seattle for San Francisco, 622 miles from San Francisco.

HATHAWAY, San Francisco for Yokohama, 940 miles from San Francisco.

CLAREMONT, Willapa harbor for San Pedro, 268 miles from Willapa.

WATERBURY, Portland for San Francisco, two miles south of Blunt's reef.

HARTWOOD, Grays Harbor for San Francisco, 312 miles north of San Francisco.

KLAMATH, Bellingham for San Francisco, 290 miles north of San Francisco.

W. F. HERRIN, Linnton for Aon, 336 miles from Linnton.

NIEL, San Francisco for the orient, 1317 miles southwest of San Francisco lightship, October 6, 8 P. M.

MONTAGUE, Yokohama for Portland, 515 miles from Columbia river, October 6, 8 P. M.

LURLINE, San Francisco for Honolulu, 1280 miles from San Francisco, October 6, 8 P. M.

KAYSEEKA, Seattle for San Pedro, 116 miles south of Cape Flattery, October 7, noon.

HOBOKEN, Honolulu for New York, via San Pedro, 957 miles from San Pedro.

GRIFFCO, Akutan for Tacoma, 70 miles west of Cape Flattery.

CAPTAIN A. F. LUCAS, towing barge 93, Vancouver for San Pedro, 764 miles from San Pedro.

WEST HIKA, Honolulu for San Pedro, 600 miles from San Pedro.

WEST CADRON, San Pedro for Manila, 329 miles from San Pedro.

Report From Mouth of Columbia.

NORTH HEAD, Oct. 7.—Condition of the sea at 5 P. M., smooth; wind southeast, ten miles.

Port Calendar.

To Arrive at Portland.

Vessel—	From	Date.
Str. Isis	Middleboro	Oct. 8
Str. Stockton	Seattle	Oct. 8
Str. Montague	Orient	Oct. 9
Str. West Katan	New York	Oct. 9
Str. Chevo Maru	Orient	Oct. 10
Str. Steelmaker	New York	Oct. 10
M. S. Peru	Copenhagen	Oct. 10
Str. Clauseus	Balboa	Oct. 11
Str. Lehigh	Boston	Oct. 14
Str. Culberson	San Fran.	Oct. 14
Str. Orani	San Fran.	Oct. 15
Str. Bee	San Fran.	Oct. 16
Str. West Togus	Boston	Oct. 17
Str. Steel Exporter	New York	Oct. 21
Str. Wallingford	San Fran.	Oct. 21
Str. Kinderdyk	Europe	Oct. 22
Str. Eastern Glen	New York	Oct. 25
Str. Kongosan Maru	Orient	Oct. 26
Str. Seiyo Maru	Orient	Oct. 31
Str. Hawaiian	New York	Nov. 14
Str. Iowan	New York	Nov. 24

To Depart From Portland.

Vessel—	For	Date
Str. Hellbronn	Utd. Kingdom	Oct. 8
Str. Springfield	Boston	Oct. 8
Str. Wapama	S. F. & L. A.	Oct. 8
Str. Rose City	San Fran	Oct. 10
Str. Coaxet	Orient	Oct. 12
Str. West Keats	Orient	Oct. 19

Vessels in Port.

Vessel—	Berth.
Str. Artigas	Wauna.
Str. West Keats	Terminal No. 1.
Str. Wapama	St. Helens.
Str. Waban	Terminal No. 4.
Str. Coaxet	Terminal No. 4.
Bk. Buffon	Clark-Wilson mill.
Str. Memphis	Montgomery dock.
Str. Hellbronn	Columbia dock.
Str. Springfield	Portland Lbr. Co.
Str. Oleum	Drydock.
Str. Witram	North Bank dock.
Str. Wawalona	Terminal No. 4.
Str. Paraiso	St. Helens.
Str. Heber	Portland Flour mills.
Str. Rose City	Ainsworth dock.
Str. F. H. Buck	Linnton.

INJURED MAN DRIVES CAR

Shaniko Rancher Crawls 300 Yards With Badly Fractured Leg.

THE DALLES, Or., Oct. 7.—(Special.)—With a compound fracture of the right leg, causing the bone to protrude, P. E. Conroy, of Shaniko, crawled 300 yards to his car, and then drove it two miles to a neighbor's house Wednesday afternoon, fighting the while to keep from losing consciousness.

According to his story, he had driven to an obscure part of his ranch and there mounted one of his range horses, the horse became unmanageable, throwing Conroy into an adjoining gully. He crawled the entire distance back to his car, opening the gates on the way. He was brought to The Dalles hospital today.

Vancouver Marriage Licenses.

POWER - KENNEDY — Dalton Patrick Kennedy, 39, Ridgefield, and Mrs. Zelma L. Kennedy, 38, of Ridgefield.

PETERSON-PHILLIPS—Lynn L. Peterson, 21, of Portland, and Marion G. Phillips, 20, of Portland.

WINKLE-LUTZWICK—George W. Winkle, 27, of Hoquiam, Wash., and Evelyn Lutzwick, 22, of Hoquiam, Wash.

SULLAWAY-ANDREW — Fred Willard Sullaway, 38, of Portland, and Myrtle Andrew, 37, of Duinsmuir, Cal.

ERICKSON-LUNDSTROM—Affo Erickson, 28, of Portland, and Souja Lundstrom, 22, of Portland.

SPENCE-LIESER—Marshal Ray Spence, 43, of Canby, Or., and Clara A. Lieser, 42, of Canby, Or.

MYRHE-BATTERSBY—Tom Myrhe, 48, of Oswego, Or., and Mrs. Josephine Battersby, 45, of Vancouver.

GORE-CURTIS—Charles A. Gore, 48, of Portland, and Mrs. Edna L. Curtis, 40 of Portland.

APLANALP-MOOR—Peter Aplanalp, 62, of Portland, and Mrs. Louise Moor, 60, of Portland.

ALL MAIL ORDERS SOLD SUBJECT TO RETURN

Knight's SAMPLE SHOE SHOP

35,000 PAIRS OF SHOES AT PRE-WAR PRICES

Women's Dark Brown $7.50 Brogue Oxfords $4.98 All Sizes. Women's dark brown Brogue oxfords, fancy perforated wing top extension soles, military heels. The model now in demand by young ladies to wear with wool hose.

WOMEN'S HIGH DRESS SHOES Up to $8.50 Grades. $6.85 AA to EE Widths. Women's Black and Brown High Lace Shoes, some styles with Military heels, others high French heels. Buy your fall shoe supply now. All sizes, 2 to 8. $6.85

Women's Black and Brown Shoes, Military Heels $5.98 New models in black and brown kid and calf vamps; medium toes and military heels, extension soles. All sizes, 2 to 8, in all widths. $5.98

MILITARY HEEL OXFORDS--BLACK AND BROWN. Wonderful values from $6.50 to $8.00 in Ladies' Brown Mahogany or Black, Kid or Calfskin, military or low heels in narrow, medium or broad toe. All on sale at this price— $4.98 and $3.98

Ladies' Field Mouse and Gray Shoes $5.98. Made of soft dark and light shades of field mouse and gray. Gray kid, 8-inch tops, medium short toe, flexible soles, A to E widths. $5.98 French Military Heels. Sale Price $5.98

$8 to $12 Eyelet Ties. In black or brown calf or kid. In all of the sew styles and lasts. Military, Kidney or French heels. All sizes 2½ to 8. Values to $10, now on sale at $3.98 $4.98 BUY NOW. Same in White Kid and Brown Suede. Neat and snappy. $12 values priced at.. $5.98

LADIES' EYELET TIES Military Heels $2.98. In this lot we have assembled for your choice hundreds of pairs Ladies' 1 and 2 Eyelet ties. You will find here black and brown and patent leather in this popular new model, high and low heels, leather sewed soles. ALL SIZES. $2.98

Skuffers $1.98. Tan and Black—Button or Lace. Sizes 5 to 8.. $1.98 Sizes 8½ to 11 $2.48 Sizes 11½ to 2 $2.98 Nature Shape Toes. The ideal footwear for girls and boys, for all-around wear—heavy sewed soles, all reinforced—stitched seams.

Girls' Brown English Dress Shoes $3.79. MADE OF STURDY BROWN LEATHER EXTENSION SOLES $3.79. Sizes 8½ to 11 .... $3.79; Sizes 11½ to 2 .... $4.48; Young Ladies' Sizes $4.98

Misses' and Children's Gun Metal Button Shoes. all solid extension soles, broad last, built for hard service. Sizes 5 to 8 $1.98. Sizes 8½ to 11, spring heel..$2.79; Sizes 11½ to 2, heel........$2.98; Ladies' Sizes, 2½ to 6........$3.98

Boys' Black English Dress Shoes $2.98. Made of gunmetal calf, leather or fiber soles, very dressy. Sizes 9 to 12½........$2.98; Sizes 13 to 2........$3.79; Sizes 2½ to 5½........$3.98

Girls' Black English Lace Shoes $3.29. Made of soft black gunmetal calf, narrow or Footform shape, extra good soles. Sizes 8½ to 11........$3.29; Sizes 11½ to 2........$3.98; Young Ladies' Sizes........$4.98

Children's Fine Dress Shoes $1.48. Made with fine cloth or velvet tops, patent vamps, broad plain toes. C to EE widths. $1.48. Sizes 2 to 4½, no heel......$1.48; Sizes 5 to 8, spring heel......$2.48; Sizes 8½ to 11........$2.79; Sizes 11½ to 2, heel........$2.98; Ladies' Sizes........$3.98

Ladies' Black Boudoir Low Heel Slippers. All Sizes $1.79. Hand-Turned Soles

Men's Shoes. 6000 Pairs Men's High Grade Work and Dress Shoes on Sale. $2.98 $3.98 $4.98 $5.98. DOUBLE SOLED WORK SHOES in black and tan, in well known makes. MEN'S DRESS SHOES in tan, the new two-tone, medium or narrow toes, black or tan vici kid, or calf, in footform or high toes. These come in all sizes 5 to 12.

LADIES' WIDE SHOES $3.98. Made of soft Cab. Kid, medium tipped toe, rubber heels, flexible soles, EE widths. Sizes, 2½ to 8. $3.98

Boys' Brown and Black Hyto Shoes $2.98. THESE ARE MADE OF SOFT BLACK GUNMETAL, EXTENSION SOLES. Sizes 9 to 12½........$2.98; Sizes 13 to 2........$3.79; Sizes 2½ to 6........$3.98

Boys' All Leather Scouts. Sizes 9 to 13½. Strong tough uppers, all seams are double stitched, sewed leather soles. $2.48. Sizes 1 to 6....$2.79; Men's 6 to 12..$2.98

Boys' Junior Army Shoes $2.98. Dark tan chrome leather with regulation toe caps and solid oak soles. Sizes 9 to 13½........$2.98; Sizes 1 to 2........$3.79; Sizes 2½ to 6........$3.98

Boys' Brown English Dress Shoes $3.98. Newest shade of all dark brown calf. Lace, narrow toe. Sizes 9 to 12½........$3.98; Sizes 13 to 2........$4.48; Sizes 2½ to 5½........$4.98

Boys' Veal Shoes $1.98. All solid Satin Calf Blucher Lace Shoes, heavy leather soles, wide widths— "WALTON". Sizes 8 to 12........$1.98; Sizes 12½ to 2........$2.48; Sizes 2½ to 6........$2.98

FINDINGS. 2-in-1, black and colors...9c; Shinola, black and colors..7c; Jet Oil........9c; Gilt Edge........21c; Cork Insoles........10c; Shoe Laces, all colors—pair........5c and 10c. All brands Shoe Polishes, large size 21c

LOOK FOR THIS NAME ON DISPLAY WINDOWS. Knight's SAMPLE SHOE SHOP

LADIES' $11 "HIKERS" $6.95. Brown or Smoked Horse. Women's high-cut one-buckle tops in dark brown and smoked horse color. Elk, heavy sewed soles, real sturdy boots. All Sizes, 2 to 8. $6.95

ALL MAIL ORDERS SOLD SUBJECT TO RETURN

WHEAT HEAVY AT CLOSE

CHICAGO PRICES LOSE QUARTER TO TWO CENTS.

Hedging Against Purchases in Southwest Has Bearish Effect on Market.

CHICAGO, Oct. 7.—Wheat turned downward in price at the last today, after a show of strength. Hedging here against purchasing in the southwest had a bearish effect. The close was heavy ¼ to 2c net lower, with December $1.98¾@1.99¼ and March $1.95½@1.96. Corn finished 1⅛c off to ½c gain; oats unchanged to ½c higher and provisions at an advance of 15@45c.

Temporary absence of selling pressure plainly was responsible for the gains that for a while were scored. The backwardness of sellers was ascribed largely to uncertainties associated with advocacy of an embargo on imports of Canadian grain and with efforts of domestic farmers for concerted refusal of current prices.

Corn and oats were steadied by smallness of receipts.

High quotations on hogs strengthened provisions.

The Chicago market letter received yesterday by Overbeck & Cooke company of Portland said:

Wheat—The covering movement yesterday was renewed during early trading today and while the market responded to buying of this sort, the advance brought out increased selling pressure, which was later augmented by advices from the seaboard that the export demand was the poorest in some time. Aside from this feature there was plenty of other news of a character not conducive to advancing prices, such as reports of a slight increase in country offerings, which are meeting with a poor demand because of the advisability of buying Canadian wheat at relatively lower prices. Although cash prices were higher on early sales, the tone of the market was weak and premiums further reduced. Foreign advices telling of increased exportations from Rumania and Bulgaria accentuated bearish sentiment. The wheat situation on the surface has a bearish complexion, although with small farm deliveries, December might easily develop a tight position that has not as yet become apparent.

Corn—The feature of today's market was the independent strength in May and the weakness in October, which seemed to reflect a bearish situation, with the likelihood of the deferred delivery going to a carrying charge. Receipts showed some falling, but there should be little importance attached to this fact, as the bulk of the selling pressure was in the nature of hedging by the country. New corn will very likely come to market this year more rapidly than usual. All markets reported an extremely slow cash demand and the spot basis in Chicago showed a further loss.

Oats—Trade was mixed and practically without an interesting feature. Tone of both cash and futures was heavy, with sales of 150,000 bushels cash oats made to store, emphasizing the poor demand. There is nothing on which to base hope of permanent recovery in values.

Provisions—This market was fairly active and well supported most of the session. The advance in hog prices, together with increasing evidence of an improved domestic and foreign demand for products, was the bullish incentive. At these prices, we think the advantage is with the holder.

Leading prices ranged as follows:

	Open.	High.	Low.	Close.
WHEAT.				
December	201	203¾	197¼	199
March	197¼	200	194	195½
CORN.				
December	87½	88	85⅝	86⅞
May	90½	91⅝	89¼	90⅝
OATS.				
December	55⅞	56¼	54⅞	55⅜
May	60⅛	60⅜	59½	60⅜
MESS PORK.				
October	...	...	...	2180
November	...	...	...	2190
LARD.				
November	1905	1937	1905	1937
January	1697	1722	1695	1717
SHORT RIBS.				
October	1560	1560	1540	1560
January	1540	1545	1535	1535

Cash prices were:

Wheat—No. 2 red, $2.16@2.18.
Corn—No. 2 mixed, 90½@92c.
Oats—No. 2 white, 54½@55½c.
Rye—No. 2, $1.64@1.65.
Barley—80@95c.
Lard—$19.55.

Argentine Grain Market.

BUENOS AIRES, Oct. 7.—Wheat opened 4c higher. Corn 3⅝ to 4⅛c higher; oats, unchanged.

Minneapolis Grain Markets.

MINNEAPOLIS, Oct. 7.—Flax—No. 1, $2.80½@2.83½.

Grain at San Francisco.

SAN FRANCISCO, Oct. 7.—Grain—Wheat, $3.50@3.60; barley, $1.95@2; oats, $2.25@2.50.

Hay—Wheat, fancy, $26@28; light five-wire bales, $23@25; tame oats, $23@25; wild oats, $17@19; barley, $17@20; alfalfa, later cuttings, $21@25.

Seattle Grain Market.

SEATTLE, Oct. 7.—Wheat, hard white, soft white, white club, hard winter and red winter, $2.05; northern spring, $2.05; red Walla, $1.75; eastern Walla, $2.00; Big Bend bluestem, $2.20.

Feed—Scratch feed, $89 per ton; feed wheat, $85; all-grain chop, $67; oats, $58; sprouting oats, $63; rolled oats, $60; whole corn, $69; cracked corn, $71; rolled barley, $62; clipped barley, $67.

Hay—Alfalfa, $30 per ton; double compressed alfalfa, $36; ditto timothy, $42; eastern Washington mixed, $36.

SAN FRANCISCO PRODUCE MARKET

Prices Current on Vegetables, Fresh Fruits, Etc., at Bay City.

SAN FRANCISCO, Oct. 7.—Butter—Extra choice, 67c; prime firsts, 61½c.

Eggs—Fresh extras, 89½c; dirties, 67c; extra pullets, 66c; undersized pullets, 54c.

Cheese—Flats, fancy, 33c; firsts, 27c; Young Americas, 39½c.

Vegetables—Eggplant, 50c@$1; summer squash, 50@75c; potatoes, street prices, river white, $2.40@2.60; sweets, 3¼@3½c; onions, yellow, 90c@$1; Australian brown, $1@1.25; white, $1.50@2; green onions, $1.75@2; beans, 5@7c; lima, 10@12c; bell peppers, 75@90c; tomatoes, 50c@$1.25; cucumbers, $1@1.25; celery, crate, $4@5; green corn, sack, $2@2.50; cauliflower, dozen, $1; cabbage, 1¼c pound; beets, carrots, turnips, $1.75@2 sack; peas, 15@18c.

Poultry—Hens, large colored, 37@40c; small, 32@35c; White Leghorns, large, 30@32c; small, 20@22c; strictly young roosters, 40@42c; old, 22@25c; fryers, 40@42c; broilers, 48@52c; ducks, 27@30c; pigeons, old, $3@3.50 dozen; squabs, 60@65c pound; Belgian hares, 18@22c pound; turkeys, live, 50@52c.

Fruit—Strawberries, $1@1.35; raspberries, 75@90c; blackberries, $10@13; Turlock cantaloupes, $1.25@1.75 lug; honeydew, 90c@$1.25; oranges, Valencia, $5@7.50; lemons, $2@4; grape fruit, $3@4.50; apples, bellflower, $1.50@1.60; peaches, small, box, $1.25@1.75; plums and prunes, $1.50@2.25; grapes, seedless, $2.75@3 crate; bananas, 10@11c.

Receipts—Flour, 2242 quarters; wheat, 2540 centals; barley, 2880 centals; oats, 415 centals; beans, 300 sacks; corn, 60 centals; potatoes, 3625 sacks; onions, 2630 sacks; hay, 241 tons; hides, 210 rolls; oranges, 1000 boxes; livestock, 640 head.

Hops at New York.

NEW YORK, Oct. 7.—Hops unchanged.

Harding Leads Straw Vote.

BEND, Or., Oct. 7.—(Special.)—The first straw vote for the presidential candidates taken in Bend this fall gave Harding an easy majority over all other aspirants. The vote was: Harding 360, Cox 139, Debs 30, Christensen 4.

Elderly Couple Are Married.

VANCOUVER, Wash., Oct. 7.—(Special.)—Two elderly persons, both born in Switzerland, and both widowed, made a pilgrimage to Vancouver today and were married. He was Peter Aplanalp, 62 years old, and she was Mrs. Louise Moor, 60, both living in Portland. The marriage ceremony was performed by Cedric Miller, justice of the peace. Mr. and Mrs. Aplanalp will make their home at 530 Hood street, Portland.

'BLINDED' SHIP NAVIGATES

"New Sound" Guide Given Trial by Government Vessel.

NEW YORK, Oct. 7.—The United States destroyer Semmes crept into port through Ambrose channel yesterday blindfolded. With the windows of the pilot-house shrouded, its navigator steered his course by ear-listening to the high-pitched hum of a submerged, electrically charged channel cable.

The Semmes made the blind passage safely in a test by the navy department of a new "sound guide," planned to aid ships in thick weather.

On both sides of the destroyer earlike receivers are attached, making it possible for the navigator to keep directly over the cable.

LAUNDRY MEN TO MEET

National President With 27 Delegates, Leaves Seattle.

SEATTLE, Wash., Oct. 7.—Headed by George W. Hoover, national president, 301 laundry owners, including 27 delegates from Seattle, left here by special train tonight for San Francisco to attend the 37th annual convention of the Laundry Owners' National association October 11 to 16.

The party includes delegates from Chicago and eastern cities. President Hoover said more than 1000 delegates are expected to attend the San Francisco meeting.

Klatskanine Hatchery Gets Eggs.

ASTORIA, Or., Oct. 7.—(Special.)—The Klatsanine hatchery yesterday received from the hatchery on the McKenzie river 1,604,148 spring chinook eggs. This is the first consignment received by the Clatsop county plant and is but the forerunner of a total shipment of 8,000,000 eggs which will be received and hatched here.