# 4 BRITISH STEAMERS LOAD GRAIN CARGOES

## Memphis, Heilbronn Depart; Gera, Forst Chartered.

## ONE SHIPMENT $1,175,000

### Two New Vessels Built in Germany and Turned Over to England.

With the departure yesterday of two big British steamers with full cargoes of wheat and flour, announcement was made of the charter of two more British steamers to load grain here. Those departing were the Memphis and Heilbronn. The charters announced are for the steamers Gera and Forst.

The manifest of the steamer Memphis shows her cargo to consist of 109,682 barrels of flour, valued at $1,175,000. The Heilbronn has aboard 6500 tons of sacked wheat and will load 4000 tons more wheat at Astoria.

The Forst and Gera are both new vessels built in Germany and turned over to the British government as part of the payment of Germany's war debt. Several other German-built steamers, including the Heilbronn and Witram, have loaded here under the same arrangement. Charter of the Forst was announced by Kerr, Gifford & Co. The charterer of the Gera was not made public, but she is listed in maritime publications as having sailed from Liverpool on September 21 for Portland direct. The steamer Forst was last reported as sailing from Rotterdam, September 10, for Middlesboro.

The departure of the Memphis and Heilbronn left five grain carriers in the local harbor, of which three—the steamers Isis, Heber and Witram—are actually loading. The Heber is working cargo at the Montgomery dock, the Isis at the Kerr-Gifford Albina dock and the Witram at the North Bank dock. The French bark Buffon, under charter to J. A. Strauss & Co., and the shipping board steamer Waban, recently withdrawn from oriental liner service and fixed by Balfour, Guthrie & Co., will begin loading within a few days.

With the addition of the two Britishers yesterday the list of steamers announced as chartered to load grain here was brought up to eight. The other six should reach this port before the end of the present month. They are the steamers Culbertson, Eastern Glen, Jalapa and West Cahokia—all shipping board vessels—the British steamer Orca and the Danish motorship Peru.

### RECEIPTS OF WHEAT HEAVY

#### Shipments at Astoria Coming Both by Train and Steamer.

ASTORIA, Or., Oct. 12.—(Special.)—The receipts of wheat at the port terminals continue heavy and during the last week a total of 134 carloads were received, whereas for the corresponding week of last year the receipts were only 38 carloads. The total receipts thus far this season are 473 carloads or 601,524 bushels, against 247 carloads up to this date a year ago.

There are now 590,263 bushels of wheat in storage at the port elevator and warehouses. The great bulk of this is for export and the first shipment will be approximately 5000 tons, which is to be loaded on the British steamer Heilbronn under charter to Kerr, Gifford & Co. due at the docks this evening.

The elevator is working both sides and is in operation both night and day, scouring and mixing the grain, in order not to delay the loading. Shipments of wheat are coming both by train and steamers and are being received from approximately 80 shipping points in Oregon, Washington and Idaho.

### LUMBER TAKEN BY SCHOONER

#### A. F. Coats, Out of Tacoma, May Be on Last Coast Voyage.

TACOMA, Wash., Oct. 12.—(Special.)—A cargo of approximately 700,000 feet of lumber from the Dempsey mills here was carried by the schooner A. F. Coats, which has cleared for Adelaide, Australia. As the schooner has been sold to D. M. Scott of Mobile, it is probable that this will be the last voyage out of Pacific coast ports for this old coaster.

The Coats was built on Grays Harbor about 17 years ago. She was bought by the Scott interests several weeks ago and Captain W. W. Jamieson of Portland, was chosen to take her on her voyage out of here. The schooner will load coal in Australia for west coast ports and from Callao will go to the Atlantic coast.

### WHALING SEASON GOOD ONE

#### American-Pacific Company Reports Catch of 186.

HOQUIAM, Wash., Oct. 12.—(Special.)—Return today of the last of the crews of the American-Pacific Whaling company's fleet from operations off the coast of Washington, brought the report that the total catch for the season, which started April 15, was 186 whales, considered a fairly good showing.

The Westport led in the number of whales taken, with 75; the Moran was second with 67 and the Aberdeen third with 44. The varieties include the humpback, finback, sperm and sulphur-bottom. The Patterson, the fourth ship of the fleet, has been hunting all season in Alaska waters off Kodiak station. The three ships now in are tied up at Westport and Bay City.

### SHIP TERMS NEARLY READY

#### Managing Agents' Agreement to Be Retroactive to March 1.

WASHINGTON, Oct. 12.—Terms of the new managing agents' agreement under which government ships are to be operated have been practically completed, Chairman Benson of the shipping board said tonight.

He said plans to make the agreements retroactive to March 1 were being worked out.

In general the new agreement provides that operators will be paid on the basis of a percentage of the gross profits on cargoes carried—about 5 per cent on exports and about 2½ on imports—instead of a flat rate payment based on tonnage.

### FIRE ABOARD SPRINGFIELD

#### Slight Loss Reported From Blaze on Lumber Carrier.

SAN FRANCISCO, Oct. 12.—A fire in the lumber cargo of the shipping board steamer Springfield was extinguished last night after it had burned for 36 hours. The Springfield loaded at Astoria, Or., with 3,500,000 feet of Oregon pine.

The agents of the vessel said the loss was not great.

The fire was discovered Sunday morning when the Springfield was off Trinidad head, 250 miles north of San Francisco.

### ENGINEERS' TRIP IS SLATED

#### Portland Visitors to Be Taken Down Columbia River.

An excursion down the Columbia river for the members of the United States board of engineers for rivers and harbors, who are investigating waterways of the Pacific northwest, has been arranged for Sunday by the Chamber of Commerce, co-operating with the port of Portland commission and the commission of public docks.

The harbor towboat Portland will carry the party, leaving from the foot of Stark street at 7:30 o'clock Sunday morning and making the trip to Astoria. From Astoria those who care to make the trip will be taken out through the mouth of the river to the lightship and back by the tug Oneonta. While no formal hearing is scheduled on the project to deepen the Columbia river channel to 35 feet, the matter will be discussed informally during the excursion. The Oregon senators and representatives have been invited to accompany the party.

A trip of inspection of North Portland harbor has been set for Monday, to start at 9 A. M. After viewing this waterway, which it is proposed to open to navigation by ocean-going vessels, the engineers will be taken to Vancouver to hold a hearing there Monday afternoon on the project to deepen and widen the channel to Vancouver to equal the channel now maintained between the mouth of the Willamette and Portland.

### WHEAT TRADE DRAWS SHIPS

#### One Transfer Made Yesterday and More Are Expected.

Receipt yesterday of official advices concerning the transfer of the steamer Waban from the management of the Pacific Steamship company to that of Struthers & Dixon for wheat loading by Balfour, Guthrie & Co., was followed by announcement by Frank O'Connor, agent of the Admiral line, that he was offering the steamers Wawalona and Montague for European loading.

The withdrawal at one time of three of this company's oriental liners cuts the fleet just in half. In place of the original six vessels there remain in the trans-Pacific service only the steamers Coaxet, Abercos and Pawlet. The Coaxet finished loading a scant cargo for the orient yesterday afternoon and shifted to the Standard Oil company's dock to take fuel for the voyage. The Abercos and Pawlet are outward-bound for the far east.

In spite of the reduction of the Portland-orient fleet, Mr. O'Connor said yesterday that he expected to maintain the schedule of sailings from Portland, as previously announced, by eliminating certain ports of call in the orient. In place of five ports, the Admiral line vessels will make two or three, depending on the destination of freight carried.

### Movements of Vessels.

PORTLAND, Oct. 12.—Arrived at midnight, Barkentine James Tuft from San Francisco; barge Griffson from Seattle.

ASTORIA, Oct. 12.—Arrived at 11 last night and left up 10:45 A. M., barge Griffson from Seattle. Left up 10:45 A. M., Barkentine James Tuft with Griffson in tow; tug Fearless from San Francisco. Sailed at 7:20 A. M., steamer Oleum for Port San Luis.

SEATTLE, Oct. 12.—Arrived at 8:30 A. M., Danish motorship Peru from San Francisco for Portland.

POINT REYES, Oct. 12.—Passed 7 A. M., steamer Stockton from Portland for San Pedro.

SAN FRANCISCO, Oct. 12.—Arrived at 2 A. M., steamer Wapama from Portland.

EUREKA, Oct. 12.—Arrived 10 A. M., steamer City of Topeka from San Francisco for Portland via Coos Bay.

MONTEREY, Oct. 12.—Arrived 11 A. M., steamer F. H. Buck from Portland. Sailed October 11 at 1 A. M., steamer W. F. Herrin for Portland.

TACOMA, Oct. 11.—Arrived, Dutch steamer Kinderdyjk from Rotterdam for Portland and San Francisco.

SAN FRANCISCO, Oct. 11—Arrived at 8 P. M., steamer Springfield, reported fire in hold, no serious damage, from Portland for Boston. Sailed at noon, steamer City of Topeka for Portland via Eureka and Coos Bay.

SAN PEDRO, Oct. 11.—Arrived at 8 A. M., steamers J. A. Moffett and Ernest H. Meyer from Portland. Arrived at 6 A. M., steamer Flavel from Columbia river; steamer Halco from Columbia river via San Francisco; steamer Klamath from Portland via San Francisco. Sailed at 3 P. M., steamer Derblay from Portland for Valparaiso.

SYDNEY, Oct. 9.—Arrived, barkentine Katherine Mackall from Portland.

MELBOURNE, Oct. 10.—Arrived, schooner Oregon Fir, foretopsail and flying gip and steering gear missing.

NEW YORK, Oct. 8.—Sailed, steamer Steel Ranger for Portland via San Francisco.

SAN FRANCISCO, Oct. 12.—Arrived—Wapama, from Astoria; J. B. Stetson, from Punta Arenas; Maui, from Honolulu. Departed—Manoa, for Honolulu.

HAMBURG, Oct. 12.—Arrived — Arizona Maru, from Tacoma.

SHANGHAI, Oct. 7. — Arrived — Manila Maru, from Tacoma.

YOKOHAMA, Oct. 6.—Sailed — Alabama Maru, for Seattle.

SHANGHAI, Oct. 6.—Sailed—Arabia Maru, for Tacoma.

GIBRALTAR, Oct. 9.—Sailed—Mount Berwyn, for Vancouver.

KOBE, Oct. 10.—Sailed—Horacasan Maru, for Seattle.

YOKOHAMA, Oct. 12.—Sailed — West Jester, for Seattle.

SEATTLE, Oct. 12.—Arrived — Fushima Maru, via Manila from Hong Kong. Admiral Dewey, from San Diego, via San Francisco. Peru, Copenhagen, via San Francisco. Kronprincessan Margarita, from Swedish ports, via San Francisco. Juneau, from Havana. Sailed—City of Seattle, for southeastern Alaska. George Washington, for Christiania, via Balboa. Toyohashi Maru, for Hong Kong. Admiral Schley, for San Diego, via San Francisco.

TACOMA, Oct. 12.—Arrived — Valdez, from Alaska ports. Gray, from Vancouver island ports. Admiral Dewey, from San Francisco. Sailed — Motorship Kronprincessan Margarita, for Seattle. Gray, for Victoria.

SAN PEDRO, Cal., Oct. 12.—(Special.)—Arrived, steamers Heboken, from Honolulu, 7 A. M.; City of Reno, from Portland, 6 A. M.; Sabinda, from San Francisco, 8 A. M.; Queen, from Seattle, 4 P. M.; Admiral Farragut, from San Diego, 7 A. M.; Kayseka, from Puget sound, 6 A. M. Sailed—Steamers Admiral Farragut, for San Francisco, 10 A. M.; Heboken, for New York, 6 P. M.; Eastern Glen, for San Francisco, 5 P. M.; Capt. A. F. Lucas, for Cordova, 5 P. M.; Claremont, for San Diego, 6 P. M.; Multnomah, for Portland, 6 P. M.; Carlos, for Grays Harbor, 7 P. M.

#### Report From Mouth of Columbia.

NORTH HEAD, Oct. 12.—Condition of the sea at 5 P. M., smooth; wind, northwest, 12 miles.

# CAPTAIN LAPPING RETURNS

## COMPETITION WITH PILOTS' ASSOCIATION TO RESUME.

### Commissioners Issue license Again and Independent Prepares to Battle for Business.

Competition between the pilots' association and Captain John Lapping, independent pilot, which ended several months ago with the departure of Captain Lapping as master of the shipping board wooden steamer Cartona, loomed again yesterday as an immediate prospect when Captain Lapping appeared at a meeting of the pilot commission, asked the return of his license, and announced his intention of piloting again. Captain Lapping's vessel was laid up for an indefinite stay at Philadelphia.

When Captain Lapping announced his intention several months ago of competing with the pilots' association for the business of guiding vessels into and out of the mouth of the Columbia river, a resolution was adopted by the Port of Portland commission, which has charge of all pilotage, making the bar tug of the Port of Portland available for all pilots, whether members of the association or not.

The ruling was made that the pilots should take their turns as determined by lot unless a ship operating company had requested the services of a certain pilot. The late Captain Edward D. Parsons, who was head of the pilots' association, promptly made it his business to get from practically all of the operating companies a request that members of the pilots' association be sent to their vessels.

Captain Lapping's license, which has lain in a pigeon-hole since his departure, was returned to him by the pilot commissioners, and he left the meeting with an air of determination.

A new river branch license was granted to Captain Harry L. Chase, the new member of the Columbia river pilots, and a river branch was reissued to Captain H. T. Groves. Bar branches were reissued to Captains J. C. Reed and August Lofstedt.

### STEELMAKER BACK IN PORT

#### Isthmian Liner Returns to Load for Second Journey Out.

The steamer Steelmaker, which inaugurated the service of the Isthmian line out of Portland last April, arrived in the river on her second visit last night and will dock early this morning at municipal terminal No. 1. She is bringing a total of 1100 tons of steel and general freight to Portland. This is the largest shipment to date to be brought here by vessels of this line, and indicates a steady growth of the coast-to-coast business.

After discharging this cargo here, she will load and proceed to Seattle, where she will also discharge and load, repeating the performance at Vancouver, B. C., and San Francisco, sailing from that port for New York.

The next vessel of the Isthmian line to arrive here will be the Steel Exporter, which was due at San Francisco last night, and should be here in about a week. The Steel Exporter will load for the triangular run to the United Kingdom and will be followed by the Steel Ranger, which will load here for New York. The Steel Ranger sailed from New York October 8 for Pacific coast ports.

#### Kelso to Vote on Port.

KELSO, Wash., Oct. 12.—(Special.)—The proposition of the organization of the port of Kelso, the district including Kelso and adjacent territory, and the watershed of the Coweeman and Cowlitz rivers east of Kelso, will be voted upon at the November election. Petitions asking the organization of the district were presented to the county commissioners of Cowlitz county some time ago and they took favorable action, but delayed calling an election to save the expense of a special election. The proposed port district has the support of all Kelso interests. There is no opposition to the project and none is expected.

#### Two Voyages Are Compared.

If either the barkentine or schooner rig for sailing vessels in the Pacific lumber trade has any advantage one over the other, it does not appear from a comparison of the voyages of the schooner Oregon Pine and the barkentine Katheryn Mackall, as each of these windjammers required just 65 days for the passage from the Columbia river to Sydney, Australia. News of the arrival of the Katheryn Mackall at Sydney October 9 was received by the merchants' exchange yesterday.

#### Steamers Reach San Pedro.

Five steamers from the Columbia river were reported as arriving yesterday at San Pedro. They were the Klamath, Ernest H. Heyer and J. A. Moffett from Portland, and the Flavel and Halco from the lower river. With the exception of the Standard Oil tanker J. A. Moffett, all these vessels carried lumber. The Klamath also carried passengers from Portland and San Francisco.

#### Marine Notes.

The steamer Artigas, of the North Atlantic & Western Steamship company, will move up from the Clark-Wilson mill to the Portland Lumber company's mill at 6 o'clock this morning.

With a double tow consisting of the barkentine Jas. Tuft and the barge Griffson, the Port of Portland towboat left and a Chelsea ship clock which will be installed in Mr. Wiley's pleasure yacht Hopestill, which was purchased in New York up from Astoria at 10:45 A. M. yesterday. The barkentine and the barge are both to load lumber; the barkentine at the Eastern & Western mill for Australia and the barge at the Portland Lumber mill for the west coast of South America. The barge Griffson was formerly a shipping board wooden hull of the Ferris type.

Arrival of the steamer Springfield at San Francisco with fire in one of her holds was reported yesterday to the Merchants' Exchange. The damage was reported as slight. The vessel loaded lumber and ties here for Boston.

The Danish motorship Peru, which will carry a shipment of wheat for Kerr, Gifford & Co., from the Columbia river to Europe, arrived at Seattle yesterday morning from San Francisco. She has European cargo for discharge there and will take the last of her cargo here, loading to the 30-foot line.

The shipping board steamer Heber, loading wheat for Europe, shifted yesterday from the Elevator dock to the Montgomery dock to continue loading.

The North China liner West aKtan will go from terminal No. 4 to the Du Bois mill at Vancouver, Wash., this morning to take on a shipment of 1,000,000 feet of railroad ties. She is expected to go to sea next week.

#### Pacific Coast Shipping Notes.

SEATTLE, Wash., Oct. 12.—(Special.)—Last of the big vessels of the Northwestern Service company's fleet to go into winter quarters, the barge J. D. Peters, Captain A. Nelson, which arrived from Icy straits, Alaska, a few days ago, will be towed tomorrow to Fort Blakeley by the Cary-Davis tug Richard Holyoke.

Because of the high cost of operation, it is announced the West Pass Transportation company will withdraw the steamboat Virginia III from the route between Seattle and the east side of Vashon island October 24.

As a token of esteem, executive officers of the Todd Drydock, Inc., and the Todd C. W. Wiley, head of the Todd shipyards and also president ofthe Todd Drydocks company in Seattle, was made the recipient yesterday of a handsome silver service and a Chelsea ship clock for installation aboard his new yacht Hopestill. The presentation was made by J. A. Eves, Drydock & Construction corporation last night presented a beautiful silver service and a ship's clock to C. W. Wiley, president of both companies for use aboard his new yacht, the Hopestill.

Returning from China, where he went on special business for the Pacific Steamship company, Frank Walker, prominent naval architect, consulting engineer and marine surveyor of Seattle and Puget sound representative of the bureau Veritas, arrived home last night.

Another new service—the eighth—from Seattle and Tacoma to Europe was formally established when the motorship Kron Prinsessan Margareta of the Johnson line of Sweden arrived in Tacoma, coming from Chilean ports with 4000 tons of ore for the Guggenheim smelter. She will shift to Seattle tomorrow and will sail Thursday night for the Scandinavian peninsula. She will have 3000 tons of flour.

The local office of the Isthmian Steamship company was advised today that the steamship Steel Ranger, another 9400-ton steamer, had been delivered by the Federal Shipbuilding company to the Isthmian company. This makes the ninth boat of this size which these builders have delivered to the shipping company this year. It is expected here that the Ranger will soon make a trip to the Pacific coast.

GRAYS HARBOR, Wash., Oct. 12.—(Special.)—The steamer Daisy Gadsby and barge No. 91 of the Standard Oil fleet arrived today. The Gadsby will load lumber cargo at the Eureka mill, Hoquiam. Barge No. 91 is at the Standard tanks discharging oil.

The steamer Chehalis is loading at the American Mill after discharging 200 tons of miscellaneous merchandise at the Benham docks.

ASTORIA, Or., Oct. 12.—(Special.)—The British steamer Memphis laden with flour from Astoria and Portland sailed at 5:30 this evening for the United Kingdom.

The steamer Steel Maker from New York via San Francisco arrived at the mouth of the river at 5:30 this evening and will proceed to Portland.

After discharging fuel oil in Astoria and Portland, the tank steamer Oleum sailed at 7:30 today for California.

The steamer Anyox, with the schooner Barge Griffson in tow, arrived at 10 o'clock last night from Puget sound. The steamer returned to the sound, but the barge will go to Linnton to load lumber for Callao. She will be towed to the South American port by the steamer Griffco.

The barkentine James Tuft and the schooner barge Griffson left up the river at 11 o'clock today. The Tuft goes to the Eastern & Western mill to load lumber while the Griffson will load at Clark & Wilson mill at Linnton.

SAN PEDRO, Ca., Oct. 12.—(Special.)—The United States transship Mississippi returned today from Puget sound where she has been stationed for the last few months. She left Port Angeles last Saturday.

San Pedro occupies 18th place in the list of United States ports in shipping in shipping board bottoms. This became known today. For the fiscal year ending last June, a total of 100,000 tons of general cargo inward and outward was handled on shipping board steamers. Of this amount, exports amounted to more than 100,000 tons.

Captain H. E. Moses, who has been in command of the U. S. S. Missoula, has arrived to assume command of the U. S. S. Arkansas, succeeding Captain Louis De Steiguerar who has been transferred to the Portsmouth, New Hampshire, navy-yard.

Final preparations for the celebration of the anniversary of the discovery of southern California by Juan Cabrillo have been completed. The navy, the army and civic organizations have united to make the celebration one of the most notable held at the harbor. There will be a parade of navy and army men, detachments from every ship in port taking part. There will be a water pageant to represent the landing of Cabrillo and a land pageant to represent Cabrillos' conferences with the natives.

SAN FRANCISCO, Oct. 12.—(Special.)—For the purpose of discussing a proposed reduction in trans-Pacific rates to meet Japanese competition, a three-day conference will be held here starting Thursday by representatives of the Pacific coast oriental tariff bureau. The session will be attended by delegates representing all of the large steamship companies of the Pacific coast.

Due to the slump in the freight markets of the world and the action of Japanese lines in making decided reductions in freight rates, it is believed that some action will be taken by the tariff bureau to meet the situation.

One of the principal subjects that will come up for discussion by the operators will be the new trans-continental rail rates.

Members of the conference will also discuss a uniform bill of lading.

In tow of the tug Wyadin, the steamer Centralia left Santa Cruz tonight for this port after being adrift for 48 hours with her tailshaft broken. During this period the craft was floundering around in a helpless condition in a 40-mile northwest gale. With the aid of sails, Captain John Roberts, master of the vessel, succeeded in bringing his craft within five miles of the harbor of Santa Cruz and then holding his craft there with the aid of anchors.

Captain Peter Johnson, who arrived here today in command of the Matson liner Maui, reported that the bulk of Hawaii's sugar crop has been transported to this port. No more than 60,000 tons of sugar remain at several of the island ports for shipment here.

In addition to a full passenger list, the Maui brought a total shipment of 8823 tons of Hawaiian merchandise of which there were 75,445 sacks of sugar and 86,930 cases of canned pineapples.

More than 800 Chinese were brought in here under bond on the Dutch steamer Tjisondari which arrived late last night from Batavia via Hongkong. The Chinese are en route to Cuba under labor contract. During the voyage two of their number died from natural causes.

En route from New York, the steamer Steel Exporter of the Isthmian line, arrived here late today.

PORT TOWNSEND, Wash., Oct. 12.—(Special.)—Passenger traffic from the orient to the northwest is showing a marked increase, each steamer bringing a large number of tourists and also many business men who have been making a tour of the far east in the interest of commerce. The Fushimi Maru, arriving last night, brought 230 passengers.

General cargo for ports in British Columbia and Puget sound was brought by the Harrison direct liner which passed in at Cape Flattery yesterday from London, proceeding to Victoria where she will discharge 500 tons of freight, including 100 tons of Scotch whisky. From Victoria she will go to Vancouver, where she will discharge 500 tons and then she will come to Puget sound to discharge 500 tons of freight, 250 of which is pig iron.

From Copenhagen via San Francisco, the Danish motorship Peru arrived this morning, proceeding to Seattle for which port she has some cargo. She will load on Puget sound for Hamburg and Scandinavian ports.

C. W. Wiley, executive of the Todd Drydock company at Harbor island, has been presented by a committee of executive officials of the plant with a silver service and is now being overhauled at the Harbor island plant.

Returning from Portland where she towed the barge Griffson, the steamer Anyox arrived this evening proceeding to Seattle.

TACOMA, Wash., Oct. 12.—(Special.)—Bringing a cargo of fertilizer from the Vancouver island whaling stations, the steamer Gray, operated by the Consolidated Whaling company, arrived here this morning. The shipment amounts to 300 tons valued at $30,000. Captain Billington of the Gray reports that the whalers did a fair business off the Vancouver coast this year. Several whales were caught measuring 85 feet in length. The Gray will sail tonight on a second trip to the stations for fertilizer.

This being a holiday, the Dutch steamship Kinderdyk, loading here for Europe, did not work, but the vessel will be worked tomorrow. It is not thought she will be able to finish her Tacoma cargo Thursday, however.

Tacoma shipping men were surprised at the figures given this port in the report of the shipping board recently sent out. Tacoma is listed as furnishing 7627 tons, while Seattle is credited with 536,345 tons. Harbormaster W. G. Rowland says he does not know how the board arrived at its figures, but his report shows an average of seven vessels for the fiscal year ending June 30 loading at Tacoma each month. These were either managed or operated by shipping board representatives.

It is declared that the entire matter is a question as to whether Seattle would be able to make a showing in comparison with San Francisco. As the shipping board offices for this district are situated in Seattle it was easy, it is declared, to make the figures fit. It is claimed that such tactics on the part of Seattle is one reason why Portland desired to get away from the Seattle shipping board district and into that of San Francisco.

To load fuel oil at Point Wells before going to Seattle to finish loading, the steamer West Iris sailed from the Milwaukee docks today. She discharged nut oils valued at $600,000.

With 1800 tons of Kennecott ore from Cordova and Latouch, the steamer Valdez arrived at the smelter last night. C. H. Kent, general manager of the Tacoma plant, and H. W. Kent of the staff of the Seattle repair plant, and took Mr. Wiley completely by surprise. It was given as a token of appreciation of Wiley's service as the head of the two industries.

The Hopestill, purchased on the Atlantic coast, is being altered at the Todd plant and when turned out will be one of the finest appointed pleasure yachts on the sound. Her complete overhauling is expected to be finished in two weeks.

#### Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

Positions reported at 8 P. M. yesterday unless otherwise indicated.

ENTERPRISE, Honolulu for San Francisco, 1760 miles from San Francisco, 8 P. M., October 11.

STEEL WORKER, San Francisco for London, 600 miles south of San Francisco, 8 P. M., October 11.

WEST KEENE, Norfolk for Honolulu, 104 miles east of Honolulu, 8 P. M., October 11.

NILE, San Francisco for the Orient, 668 miles west of Honolulu, 8 P. M., October 11.

COLUSA, San Francisco for Calcutta, 600 miles from San Francisco, 8 P. M., October 11.

WEST NIGER, San Francisco for Orient, 808 miles west of Point Bonita, 8 P. M., October 11.

WEST CADRON, San Pedro for Manila, 1300 miles from San Pedro, 8 P. M., October 11.

MATSONIA, San Francisco for Honolulu, 1924 miles from San Francisco, 8 P. M., October 11.

MEMPHIS, Portland for England via Colon and Newport News, off Tillamook Head.

SAN DIEGO, Tacoma for San Pedro, 425 miles north of San Francisco.

STANLEY DOLLAR, Everett for San Francisco, 465 miles from San Francisco.

MULTNOMAH, San Pedro for San Francisco, 160 miles south of San Francisco.

EVERETT, San Pedro for San Francisco, 190 miles south of San Francisco.

MOFFETT, towing barge 93, San Pedro for Seattle, 91 miles from San Pedro.

DILWORTH, for Honolulu, 374 miles from Honolulu.

F. H. BUCK, Monterey for Portland, at Monterey.

STOCKTON, Portland for San Pedro, 128 miles south of San Francisco.

LA BREA, Honolulu for Port San Luis, 825 miles from Port San Luis.

ARGYLL, Oleum for Port San Luis, 165 miles from Port San Luis.

LANSING, Port San Luis for Honolulu, 460 miles from Port San Luis.

DURANGO, San Pedro for Manila, 1440 miles from San Pedro.

CITY OF TOPEKA, Eureka for Marshfield, 55 miles north of Eureka.

WEST NILUS, Honolulu for San Francisco, 725 miles from San Francisco.

BRAVE NOEUR, Kobe for San Francisco, 800 miles from San Francisco.

AVALON, San Francisco for Willapa Harbor, 266 miles north of San Francisco.

COMATOPA, Vancouver for San Pedro, 48 miles south of Cape Blanco.

LYMAN STEWART, Seattle for Oleum, 45 miles from Oleum.

FRED BAXTER, Everett for San Pedro, 570 miles south of Cape Orford.

C. A. SMITH, San Francisco for Coos Bay, 210 miles north of San Francisco.

W. F. HERRIN, Monterey for Portland, 448 miles from Monterey.

STEEL WORKER, 880 miles from San Francisco, bound for London.

CURACAO, 858 miles south of San Francisco, bound for Corinto.

HORACE H. BAXTER, San Pedro for San Francisco, 195 miles from San Pedro.

CITY OF PARA, Panama for San Francisco, 221 miles south of San Francisco.

ENTERPRISE, Honolulu for San Francisco, 1760 miles from San Francisco, October 11, 8 P. M.

STEEL WORKER, San Francisco for London, 600 miles south of San Francisco, October 11, 8 P. M.

WEST KEENE, Norfolk for Honolulu, 104 miles east of Honolulu, October 11, 8 P. M.

NILE, San Francisco for orient, 666 miles west of Honolulu, October 11, 8 P. M.

COLUSA, San Francisco for Calcutta, 600 miles from San Francisco, October 11, 8 P. M.

WEST NIGER, San Francisco for orient, 808 miles west of Point Bonita, October 11, 8 P. M.

WEST CADRON, San Pedro for Manila, 1300 miles from San Pedro, October 11, 8 P. M.

MATSONIA, San Francisco for Honolulu, 1924 miles from San Francisco.

WHITTIER, Oleum for Port San Luis, 87 miles from Port San Luis.

SISKIYOU, Tacoma for San Pedro, 135 miles south of San Francisco.

ADMIRAL NICHOLSON, Monterey for San Francisco, off Davenport.

GOVERNOR, San Francisco for Seattle, 22 miles north of Point Arena.

ARDMORE, San Francisco for Tampico, 35 miles south of San Francisco.

WAPAMA, San Francisco for San Pedro, 75 miles south of San Francisco.

PRESIDENT, San Francisco for Los Angeles, 130 miles south of San Francisco.

RICHMOND, towing barge 95, San Pedro for Seattle, 195 miles from San Pedro.

COL. E. L. DRAKE, San Pedro for Hilo, 318 miles from San Pedro.

WEST CADRON, San Pedro for Manila, 1560 miles from San Pedro.

COLUSA, San Francisco for Calcutta, 893 miles west of San Francisco.

ARCHIGR, San Francisco for New York via San Pedro, four miles south of Point Arguello.

DEUL, Kobe for Honolulu, 1265 miles west of Honolulu, October 11, 8 P. M.

KAMHATKA, Unalaska for Seattle, 275 miles from Flattery, October 11, 8 P. M.

WINDBER, San Pedro for Tacoma, 193 miles from Tacoma, October 11, 8 P. M.

WESTISON, Seattle for Yokohama, 1354 miles from Seattle, October 11, 8 P. M.

ANYOX, off Double Bluff, bound for Columbia river from Tacoma, October 11, 8 P. M.

ADMIRAL SCHLEY, Seattle for San Francisco, 96 miles from Seattle.

ATLAS, Juneau for Richmond, 800 miles from Richmond.

HYADES, San Francisco for Bellingham, 80 miles from Bellingham.

ELSE MURDO, Point Wells for San Pedro, 819 miles north of San Pedro.

#### Tides at Astoria Wednesday.

| High Water. | Low Water. |
|---|---|
| 1:33 A. M.....7.8 ft. | 7:39 A. M.....1.8 ft. |
| 1:20 P. M.....9.0 ft. | 8:16 P. M.....0.4 ft. |

#### Man Sleeps as House Burns.

SALEM, Or., Oct. 12.—(Special.)—When the fire department arrived at a house last night in response to an alarm they found a man sitting in a rocking chair near a fire which he had kindled in the middle of the floor. The man was asleep and it was with considerable difficulty that he was aroused and persuaded to leave the building. A large hole was burned in the floor. The man was taken in custody by the police and will be examined by the sanity board. His identity is not known to the police.

#### Mrs. Anna Brezee Dies.

OREGON CITY, Or., Oct. 12.—(Special.)—Mrs. Anna Brezee of Clackamas, died yesterday at the home of her daughter, Mrs. J. Landres, after an illness of several months. Mrs. Brezee was 73 years old and had resided at Clackamas for 17 years. She was the widow of the late Freeman Brezee. Funeral services will be held tomorrow from the Congregational church at Clackamas.

### DAILY CITY STATISTICS

JOHNSON-BALLMAN—Milton T. Johnson, 20, Vancouver, Wash., and Loretta Ballman, 20, 1699 Van Houten street.

NOWLIN-ROSS—Jerry Nowlin, 27, 443 East Fifty-second street, and Kathleen Ross, 20, 443 East Fifty-second street.

CHURCH-THORNTON—Arthur Franklin Church, legal, 389 Sixth street, and Carrie E. Thornton, legal, 389 Sixth street.

SOUTH-CAMPBELL—Albert E. Stubb, legal, Seattle, Wash., and Vivian Campbell, legal, 923 Third street.

RUSS-KOENE—Emil E. Russ, 25, 894 East Ninth street, North, and Pearl Keene, 20, 894 East Ninth street North.

WILCOX-WOODCOCK—Stephen S. Wilcox, legal, 455 East Ash street, and Helen Avis Woodcock, legal, 1407 Union avenue, North.

COWAN-NEWMAN—C. C. Cowan, legal, Portland, and Jessie G. Newman, legal, Page apartments.

*Perfect Home Comfort*

The luxury of heat—when and where needed—is possessed by the family with a good oil heater. Lights at touch of a match—any time, anywhere. Filled with PEARL OIL it burns without odor or smoke. PEARL OIL is refined and re-refined for successful home use. Economical. Sold in bulk by dealers everywhere and by our stations. Order by name—PEARL OIL.

STANDARD OIL COMPANY
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*One Man Says:—*

After taking CASCA-TONE I enjoyed my food for the first time in years.

Another says:

CASCA-TONE relieved me of long standing bowel trouble.

A third MAN says:

I feel so much better, and don't chill so easily at my outside work.

*CASCA-TONE*

Will do for you what it has done for these men. Get a bottle TODAY.

At all good druggists.

Casca-Tone
Cascarilla Tonic
THE FAMOUS WEST INDIES STIMULANT.
IN USE FOR OVER TWO HUNDRED YEARS
—FOR—
Debility of Stomach and Bowels.
An Excellent System Builder and Mild Laxative
Which Represents the Active Principles of Cascarilla, Cascara, Mandrake, Capsicum and Cardimum
—Averaging 20% of Alcohol—
DOSE.—One to Two Teaspoonfuls, three times daily, before meals.
The Kerosene Kream Co., Inc., Manufacturers and Distributors, Portland, Ore. Contents 16 ounces.
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PORTLAND WOMAN SUFFERED 20 YEARS

Mrs. Howell Went for Days Without Eating a Bite and Spent Hundreds Seeking Health—Tanlac Restores Her.

"My stomach troubled me for over 20 years, and it is a wonder I am alive now to tell about it," said Mrs. Laura Howell, 4619 Fifty-ninth avenue southeast, Portland, Oregon, in a statement concerning Tanlac recently.

"I can't fully explain what an awful condition I was in, but will give the best history of my case I can because I hope other sufferers will benefit through reading it.

"Sometimes the pain in my stomach was so terrible that I could hardly stand it, and then it would begin to burn as if I had eaten a coal of fire.

"A number of times I went for days without being able to eat a bite, even water was hard to retain, and during these spells I was almost deathly sick. At other times what little I ate would sour, and the gas would bloat me so that I would nearly smother for hours at the time, and would finally go to bed with a sick headache and so dizzy it seemed that everything was whirling around and that the bed would tip me out. In fact, I was in as bad a condition as a person could be in and live.

"I had an X-ray examination of my stomach, and was told I had gall stones, appendicitis, stomach ulcers and other troubles. I spent hundreds of dollars without relief. I then thought of Tanlac, and I can't tell you how glad I am that I tried it, and I want to say that I would rather do without anything else in the world than Tanlac.

"Tanlac has built me up in every way. I can now eat anything I want and it doesn't hurt me. I do not have sick headaches and dizzy spells, and I can rest well at night. I have gained in weight and strength until I can do my housework easily, and I have taken care of two children besides. I prize Tanlac above every other medicine."

Tanlac is sold in Portland by the Owl Drug Co.—Adv.

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For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

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FREIGHT ONLY.
Sailings will take place as follows:
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SS. MOERDYK (12,000 tons d. w.) loading.....November-December
And regularly thereafter.
Steamers are specially fitted with large cool rooms and refrigerators for the transportation of fresh fruit, fish, etc.
For freight rates and particulars apply to
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S. S. "CITY OF TOPEKA"
Sails 9:00 P. M., October 16, for Coos Bay, Eureka and San Francisco, connecting with steamers to Los Angeles and San Diego.
PASSENGER AND FREIGHT SERVICE TO MEXICO AND CENTRAL AMERICAN PORTS, FROM SAN FRANCISCO, VIA S. S. SENATOR, OCTOBER 30.
Pacific Steamship Company,
Ticket Office 101 Third St.
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