

# TWO MORE CARRIERS BOOKED FOR GRAIN

## Charters Announced Despite Labor Troubles.

### APUS MAY ARRIVE TODAY

#### Steamer Eelbeck, Now at Seattle, to Come to Portland if Able to Sign On Crew.

In spite of labor troubles that were yesterday holding four shipping board steamers fully laden in the local harbor, charters for two additional government carriers to take grain from Portland this month were made known yesterday. One is the 5500-ton steamer Apus, built by the G. M. Standifer Construction corporation at Vancouver, and the other the steamer Eelbeck, now at Seattle. The Apus was expected in the Columbia river last night from San Francisco, and will come up to Portland today to begin loading at the Columbia dock. The Apus was the last of five 5500-ton steel steamers built by the Standifer company for the Green Star Steamship corporation. The Apus was launched July 15 and sponsored by Mrs. H. E. Eby, wife of the district director of operations for the shipping board. The steamer left here last August with a cargo of ties for the United Kingdom. On her present visit to Portland she will be handling a cargo of grain. The Eelbeck is a 5500-ton steamer built by the Green Star Steamship corporation, this vessel is operated by the shipping board. She will take a full cargo of wheat from Portland to Europe for Kerr, Gifford & Co.

The steamer Eelbeck has called here several times in the service of the European-Pacific line, operated by Williams, Diamond & Co., taking full cargoes of grain or shipments of general freight in liner service. Her coming to Portland is conditional upon her being able to sign on a crew at Seattle in the face of present strike conditions. If she succeeds in coming to Portland before the end of the present month, she will be loaded by the Pacific Grain company.

The shipping steamer Jalapa, with half cargo of flour from Tacoma, arrived at the Montgomery dock early yesterday afternoon to complete her load. She will take a full cargo of flour to the Baltic. The Jalapa was the only shipping board steamer moving in the local harbor yesterday, and it is expected to go to its berth by having a full crew signed before the strike was called.

#### Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., May 2.—(Special.)—The four-masted schooner William H. Smith arrived here from San Francisco Sunday noon with a cargo at the National mill, Hoquiam. The steam schooner Carmel and Daisy Gadsby arrived from San Francisco Sunday afternoon. The Carmel will load at the Hubert mill, Aberdeen, while the Daisy will load at the National mill, Hoquiam. The steam schooner Tamalpais and Harwood arrived from San Francisco a week ago. The Tamalpais is expected to arrive at the National mill, Hoquiam, at 2 o'clock this morning. The Harwood is expected to arrive at the National mill, Hoquiam, at 2 o'clock this morning. The steam schooner Oregon and Raymond, which are coming up from San Francisco, are expected to arrive at the National mill, Hoquiam, at 2 o'clock this morning.

ASTORIA, Or., May 2.—(Special.)—The steamer Captain P. Leach, while entering the Columbia river from California about 8:30 last night got out of the channel in the lower harbor, near No. 18 buoy, a short distance below Fort Stevens and ran her nose into the sandy shore.

The tug Onondaga pulled on the vessel today, but was unable to move her, and there is a possibility the tanker may have to be lightered, although another attempt will be made to float her tonight. The cause of the accident was not known here, but it was supposed her steering gear went wrong, as she headed almost north and at right angles with the channel. The tug was not damaged, was resting easy and was in no immediate danger.

The Holland-America line steamer Moorhead, with part cargo for Europe from Seattle, Columbia and Puget sound, arrived at 2 o'clock this morning and went to Portland. Arriving freight and passengers for Astoria and Portland, the steamer Rose City arrived at 9:30 today from San Francisco. The tank steamer Oleum arrived at 7:30 last night from California with oil for Astoria and Portland. After discharging oil in Portland, the tank steamer William P. Herrin sailed at 4:30 this afternoon for California.

The steamer Mount Berwyn, from Puget sound, West Seattle, from the coast, and the steamer Apus, from San Francisco, were due today on route to Portland. Stanley Dallas, with lumber from St. Helena, sailed at 4:30 o'clock tonight for New York.

The steamer J. W. Matthews, laden with 1,117,000 feet of lumber from St. Helena, sailed at 2 o'clock this morning for San Pedro. The British steamer Walatapu arrived at 6 o'clock this morning from Hongkong.

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The steamer West Jalapa arrived at 1:30 this morning from Puget sound and will load lumber at Westport and Klaskanon.

The Japanese steamer Tokuyo Maru, with cargo from San Francisco and Portland, sailed at 6 o'clock this morning for Hongkong.

VANCOUVER, B. C., May 2.—(Special.)—The steamer Wheatland Montana will be in port here tomorrow morning and after discharging freight here will go on to Seattle. This steamer will be due back here tomorrow to load lumber for Seattle. The vessel at the southern port. Pacific steamship officials advised shippers today that the company had been able to sign on three crews in case they are required and there will be no hold-up of service for the week.

Leaving Bellingham on Sunday, the steamer Admiral Schreer reached port today from San Francisco and after loading paper at Ocean Falls will return to the home port.

The Holland-America steamer Nordville is scheduled to arrive here the end of this month from Holland via United States ports. The steamer Canada, under charter to the Hudson's Bay company for six months' trip to Arctic trading posts of the company, will be due here from San Francisco on Wednesday and after loading lumber for the Hudson's Bay company's new schooner Lady Kindersley. Two launches from Seattle in Bellingham arrested last week for not reporting to the customs here inbound have been released. The launches were held on other provisions that he made a mistake and took his papers to the wrong place. The blue fanned liner Fairbairn will be due in port tomorrow from the orient with 7000 tons of general cargo. The 7000 tons of lumber and box shooks for Japan and Hongkong.

The Canadian government merchant marine and Admiral line representatives met today to complete an agreement for the purchase of a first vessel of the fleet of the Nippon Yusen Kaisha to load in Chemama. Her name will be the Nippon Yusen Kaisha. H. A. Wooster, who has been employed by the Pacific Steamship corporation, has been appointed contracting freight agent of the Williams Steamship company in this city. Mr. Wooster succeeds Carl J. Ross, resigned.

Representatives of the Thornycroft, Trent & Co. steamship company, Pacific northwest agent for the Williams Steamship company, said the steamer Kato Maru, of the Nippon Yusen Kaisha line, is expected to arrive here from the east coast by the steamship Waiilatpu, now in port. Captain T. Kusano is back in the trans-Pacific line. The steamer Kato Maru, which has been chartered to the Nippon Yusen Kaisha line, is expected to arrive here from the east coast by the steamship Waiilatpu, now in port. Captain T. Kusano is back in the trans-Pacific line. The steamer Kato Maru, which has been chartered to the Nippon Yusen Kaisha line, is expected to arrive here from the east coast by the steamship Waiilatpu, now in port. Captain T. Kusano is back in the trans-Pacific line.

Two vessels in the service of the Kuskoquim Fishing & Transportation company, the steamer Kato Maru and the steamer Kato Maru, will begin loading in Seattle this week for Bering sea and the Arctic.

TACOMA, Wash., May 2.—(Special.)—The steamer Kato Maru, which arrived here last night, is expected to sail tonight. The vessel is taking about 2400 tons of general freight from Tacoma this voyage. This is one of the largest amounts of general freight to be taken to Honolulu in several months. The goods are all of Tacoma manufacture. The steamer Kato Maru is expected to arrive here from the east coast by the steamship Waiilatpu, now in port. Captain T. Kusano is back in the trans-Pacific line.

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The alteration of the Portland dock commission's tariffs also will be effected in order to make the elimination of wharfage charges applicable by that date.

Elimination of wharfage charges was proposed by certain Puget sound interests several weeks ago as a means of making that port attractive to transcontinental shippers and getting for the Puget sound gateway a portion of its receding commerce. It was pointed out that Seattle thus would be made the cheapest port on the Pacific.

The Portland commission immediately adopted a resolution declaring that whatever reductions in dock wharfage charges were made by Puget sound ports would be met by Portland, and this policy was carried into effect as soon as the terms of the reduction considered by Seattle were learned.

Local Freight Not Affected. This action by the dock commission will decrease by 25 cents a ton on imports and 30 cents on exports the cost of moving overland freight through this port. This reduction will not affect local freight originating for export in this territory, nor imports destined for consumption in Portland and vicinity.

Though not yet placing the ports of the Pacific northwest in a position to compete with those of the Atlantic for the main volume of the freight moving from the manufacturing districts of the east to the orient, the elimination of wharfage charges at Portland and Seattle will give those ports a slight differential over San Francisco on what overland business is moving through Pacific ports.

A state toll of 15 cents a ton on all imports and exports through California ports is assessed in the form of a wharfage charge at San Francisco.

Wharfage Cough. This is a very dangerous disease, particularly to children under five years of age, but when no paregoric, codeine or other opiate is given, is easily cured by giving Chamberlain's Cough Remedy. Most people believe that it must run its course, not knowing that the time is very much shortened and that there is little danger from the disease when this remedy is given. It has been used in many epidemics of whooping cough with pronounced success. It is safe and pleasant to take.—Adv.

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