15 JAPANESE CRAFT TO LOAD ON COAST

Portland to Get 12; Seattle 2; San Francisco 1.

ASSIGNMENTS ARE MADE

Programme Includes Moving of Puget Sound Office to Portland as Headquarters.

Fifteen Japanese steamers of the fleet of Suzuki & Co., have been fixed definitely to carry cargoes to and from the Pacific coast, and they will come to the three principal ports of the Pacific in the ratio of 12 to Portland, two to Seattle and one to San Francisco, it was announced yesterday by A. M. Kashiwa, general manager in the United States for Suzuki & Co. Mr. Kashiwa passed yesterday in this city on important business for his company. The routing to this port of an even dozen of his company's vessels was only a small part, however, of the general plan for development at Portland as outlined by Mr. Kashiwa yesterday. The rest of the programme includes moving the Seattle office of the company to Portland, leaving only a skeleton organization on the sound to look after shipping matters only, while Portland is made Pacific coast headquarters of Suzuki & Co., and the big mercantile and importing and exporting business of the firm is centered here.

Overland Freight Routed.

Another phase of the expansion of the activities of this Japanese company at this port is the routing through Portland of practically all the overland freight moving for Suzuki & Co. between the orient and the eastern section of this country.

"The 12 steamers which I said have been fixed to come to Portland are only a beginning," Mr. Kashiwa said. "You may expect to see the house flag of Suzuki & Co. flown into and out of your harbor between 30 and 40 times this winter."

Mr. Kashiwa spoke highly of the work of the traffic bureau of the port and dock commission in extending the world commerce of Portland, and of the cordial co-operation which has made possible the concentration of his company's Pacific coast business at this port. C. A. Lockhart, eastern traffic agent of the bureau, has been doing good work in making the port of Portland known on the Atlantic coast, he said; William G. Tait has been accomplishing good results in the orient and Mr. Kashiwa himself has been constantly in touch, he said, with H. L. Hudson, general traffic manager for the port and dock commissions.

Grain Exportation Denied.

Mr. Kashiwa denied the intention of Suzuki & Co. to engage in the exportation of grain from Portland to Europe, though he admitted that he expected to send considerable wheat and flour to Japan for the account of his company.

"I have been requested by our London office," he said, "to enter this grain exporting business, and it should prove profitable, but my company will be content to supply the ships and leave the exporting to the United Kingdom in the hands of the old established firms here which have been in this line of business for years and with whom we have always been on the best of terms. The Suzuki steamers will participate heavily in the movement of grain from Portland to Europe this season, but they will be operating under charter to such firms as Kerr, Gifford & Co., the Pacific Grain company, Balfour, Guthrie & Co. and the Northern Grain & Warehouse company.

Centralization Is Sought.

"The centralizing of the wheat export business for the north Pacific at Portland is one reason why we have decided to move our Pacific coast headquarters here. Another reason is that you have no railroad congestion here, your channel and harbor have been improved in recent years to permit operation of steamers here without danger, and the new docks and terminals which you have built enable us to load and discharge ocean vessels here with less delay than at any other port on this coast. This is an important consideration, because delay to a steamer costs her operators about $5000 a day."

The enlarged Portland office of Suzuki & Co. will be managed by T. Ochiai, now at Seattle, who is to become northwest manager with jurisdiction over both this city and Puget sound. Five or six more young men will be brought here, Mr. Kashiwa said, to handle the larger scope of business to be carried on here by the company.

Promise of the extension of the import and export rail rates east of Chicago within six months, to permit unhampered movement of freight between the orient and the interior and the eastern section of this country through a Pacific port, according to Mr. Kashiwa, was the final factor in influencing him to center his company's Pacific coast activities in a port, where, he said, conditions and facilities are best for the handling of overland cargo.

Pacific Coast Shipping Notes.

ASTORIA, Or., July 12.—(Special.)—The steamer Yalsa, from the Atlantic seaboard via San Francisco, arrived at 3 o'clock this morning and proceeded to Portland.

The steamer Andrea F. Luckenbach arrived at 6:30 this morning from New York via San Francisco, with freight and went to Portland.

Bringing a cargo of fuel oil for Portland, the tank steamer Frank H. Buck arrived from California at 4:30 this morning.

With freight from Astoria and Portland for continental Europe, the Holland-American line steamer Eemdijk sailed at 5:30 this afternoon via Puget Sound and British Columbia.

The steamer Rose City, carrying freight and passengers from Portland and Astoria is to sail this afternoon for San Francisco.

The tank steamer City of Reno will be due tomorrow morning from Puget Sound en route to Portland.

Lumber and general freight is being assembled at the Astoria port terminals for the steamer Cordova, which will inaugurate the new monthly freight and passenger service between here and points in the Hawaiian Islands on July 25. About half a cargo has already been secured and the indications are that the steamer will take a full load from here as well as several passengers.

Articles of incorporation of the Astoria Shipping company were filed in the county clerk's office today. The incorporators are C. K. West, B. F. Stone and O. B. Setters, the capital stock is $10,000, and the company is authorized to conduct a general shipping business in Astoria.

TACOMA, July 12.—(Special.)—On her first trip to Tacoma the United States army transport Sherman, Captain E. S. McLellan, arrived here last night and will sail tomorrow noon for Manila. The vessel is taking the 59th artillery from Camp Lewis and considerable supplies from here.

After a slow passage up the coast the motorship Boobyalla, Captain A. Wie, arrived here last night with ore from west coast ports. The vessel is expected to be here several days discharging at the Tacoma smelter. Further movements of the vessel are unknown to members of the crew but it is thought the craft will go to Seattle or to British Columbia to load.

The Depere, of the General steamship service, shifted here this morning from Seattle, and is loading general cargo for Peru and Chile. The Depere arrived here several weeks ago with ore for the Tacoma smelter. After discharging the vessel went in drydock.

Taking a full cargo of general freight from Tacoma and Vancouver, B. C., the Africa Maru, of the Osaka Shosen Kaisha line, is due to sail tomorrow for oriental ports. The Hawaii Maru is due back here from Vancouver to load tomorrow night or Thursday morning.

Both the Colusa and Effingham loading here may get away tonight. The Colusa is heading for Peru and Chile while the Effingham is bound for Europe.

The Eemdijk, of the Holland-American line is expected here tomorrow night and will load Thursday, sailing for Europe via ports Thursday night, it is expected.

The Colusa, which loaded flour at Tacoma yesterday, shifted into the stream today where she is loading 133 tons of powder and explosives. She expects to start for South America during the day.

COOS BAY, Or., July 12.—(Special.)—The steamer C. A. Smith arrived this morning from Bay Point and San Francisco, coming for a lumber cargo.

SAN PEDRO, Cal., July 12.—(Special.)—Official announcement was made this morning that Ralph Chandler would be the new general manager for the Los Angeles Steamship company. He succeeds A. J. Frey, who becomes director of operations of the United States shipping board. Mr. Chandler is the head of the Chandler Shipbuilding company. Fred L. Baker, president of the steamship company, expressed reluctance at the resignation of Mr. Frey and expressed the opinion that Mr. Frey would be able to aid southern California to a great extent in getting proper recognition for the business here.

After many months of negotiations the agreement between the city and the Salt Lake railroad over the widening of the main channel was signed today by representatives of the railroad and the city. Prompt action in signing the agreement came as the result of the visit of the president of the Union Pacific here last week. The Union Pacific recently purchased the Salt Lake road.

Three canneries are operating at present, but owing to light catches are not operating to capacity. Several of the purse seine boats are leaving for the north to engage in salmon fishing.

PORT TOWNSEND, Wash., July 12.—(Special.)—Returning from Singapore via Sidney, the schooner Betsy Ross should be nearing Cape Flattery. The Ross sailed from Singapore December 14 and arrived at Sidney April 29. Letters for her master, Captain Chase, are being received here, which indicates that she should reach Puget sound in a short time.

The government dock at Diamond Point quarantine station is to undergo general repairs. A contract has been let to the Olympic Pile Driving company to make the repairs for a total sum of $6500.

The repair work and extension to the Alaska cable was of larger proportions than anticipated when the United States cableship Burnside sailed from here several weeks ago. The Burnside is now returning for more cable and to repair cable equipment. She is due Thursday. She will return north immediately to complete the work.

Two weeks overdue, the steamer Iquitos passed in at Cape Flattery yesterday from Callao with 5500 tons of sugar for discharge at the Vancouver, B. C., sugar refinery.

On Friday the Nippon Yusen Kaisha liner Fushimi Maru will sail for the orient with a capacity cargo. Notwithstanding she is one of the finest passenger steamers in that service, she will not have to exceed 50 passengers, among whom will be R. Saito, an attache of the Japanese embassy at Washington, and his family.

SEATTLE, Wash., July 12.—(Special.)—John F. Byline, ex-member of the United States shipping board, and his associates purchased the Chillicothe, a full-rigged sailing vessel, for $25,500 at a sale conducted at the federal building today by Deputy United States Marshal Walters. The Chillicothe was sold in satisfaction of a judgment for seamen's wages against Victor Fox of New York city, its owner. Fox paid $140,000 for the vessel when he acquired it. The Katherine R., a motorboat, brought $1250 from Joseph Colman of Everett.

For rescuing the shipping board freighter West Isleta from her berth in the Harbor island terminal of the East Waterway Dock & Warehouse company, when that property caught fire Saturday afternoon, a libel for $50,000 for salvage was filed against the vessel in the United States court today by Captain Ray Small and William Allison, owners of the tug Aleut, and L. Boyce, a deckhand on the tug. Allison serves as chief engineer of the tug and Captain Small as master.

By a vote of 335 to 8, the branch of the sailors' union of the Pacific, at a meeting held last night, decided to reject the proposals of the steam schooner owners of the Pacific for ending the strike declared May 2. The proposals provide for a reduction in wages and changes in the conditions of labor.

To take aboard additional cable the United States cableship Burnside was expected in Seattle Thursday from Alaska, where she has been making repairs to the Washington-Alaska cable. The vessel also will overhaul her cable repair equipment before returning to the north.

Fifteen thousand tons of cargo, weight and measurement, will be aboard the new freighter Manukai, Captain R. Lindberg, of the Matson Navigation company, when she sails from Seattle tomorrow for Hawaii, beginning her maiden voyage in regular service. The vessel loaded in Bellingham and Tacoma before coming to Seattle. She was completing her cargo at the Union Pacific pier.

VANCOUVER, B. C., July 12.—(Special.)—The action of the Atlantic-Orient Steamship companies in cutting the rate on steel from Baltimore to oriental points from $16 to $13 has disturbed the rates on the Pacific, as there is already a differential of $6 in favor of the Atlantic route, and with this new reduction that differential has been raised to $9. The Pacific steamers are forced to quote $22 for rail and ship or intercoastal and ship, but they only get a little more than $5 out of it as the balance is eaten up in the intercoastal charge. At any reduction steel would not be an attractive cargo.

After the steamer Eemdijk completes loading operations at this port, she will return to San Francisco and take a shipment of fresh eggs for London. When the Moerdijk went across the Atlantic last trip she carried 200 cases of Petaluma eggs and these proved such a success that more were ordered to go on the Eemdijk.

While the Royal Mail Steam Packet big service will commence in October with the steamer Moliere, probably the largest refrigerator space that has ever been in this port, there is a possibility that the company will send a ship here in September to take a part cargo from here and relieve the work for the Moliere, which is to take 100,000 cases of apples from Wenatchee. The Moliere is owned by the Lamport & Holt line and is one of the best steamers afloat today for carrying fruit.

To accommodate the increased trade between Pacific coast ports and European points, the Johnson Motorship company has decided to add the motorships San Francisco and Valparaiso to this route.

C. Gardiner-Johnson & Co., agents for the Williams Steamship line here, announced today that the steamer Willpolo will not be in to load for the Atlantic this trip. The steamer is due 60 days late because of losing a propeller blade, when only three days out from Baltimore. She has been drydocked at San Francisco and her cargo for north Pacific ports will be shipped on the motorship Kennecott.

SAN FRANCISCO, Cal., July 12.—(Special.)—Adjustment of the trouble which forced the new liner Hawkeye State to put into Salina Cruz, Mexico, last Saturday, with salt water in her fresh water tanks will be completed within three or four days and the vessel will then continue on her voyage to this port. Word to this effect was received here by the Matson Navigation company, operators of the liner, in a wireless message from Captain Charles Peterson.

Word was received here yesterday by the marine department of the chamber of commerce that the steamer City of Pueblo had been sold at auction by a United States marshal in New York. The vessel is well known here, having plied out of this port coastwise for the Pacific Coast Steamship company for many years. The vessel was sent from here to the Atlantic coast during the war and had been plying on the Atlantic until the time of her sale.

In ballast from Europe via Norfolk, the Norwegian freighter Tarwell arrived here today. The vessel arrived to Balfour, Guthrie & Co. The arrival of the vessel terminates a five-year contract which was obtained by the Western Fuel company, before the war boomed the charter rates, according to marine reports.

Whether or not the vessel will be held in port here or dispatched out again has not been announced.

Recalled by a wireless message when off Cape Mendocino on her way from San Diego to Grays Harbor, the shipping board freighter Honolulu arrived today to take on cargo before proceeding north. It is the first appearance of the Honolulu in this port.

At Grays Harbor the Honolulu will load lumber for the Atlantic coast. Swayne & Hoyt are the agents here for the vessel.

In ballast, the tankers Oleum and William F. Herrin arrived here today, the Oleum coming from Port Angeles and the Herrin from Monterey.

HOYEISAN MARU COMING

VESSEL CHARTERED TO CARRY GRAIN FROM HERE.

Eight Japanese Steamers Listed for Loading at Portland in July and August.

Charter of the Japanese steamer Hoyeisan Maru to carry a cargo of wheat from Portland to Europe during August for a Portland exporting firm was announced yesterday by Y. Moriwaki, Portland manager for Mitsui & Co., owners of the vessel. She is a steamer of 3850 net tons register, and will arrive here from the orient early next month.

The Japanese steamer China Maru of the fleet of Suzuki & Co. finished loading a cargo of 7420 long tons of wheat for Kerr, Gifford & Co., and went down the river for Europe at 5 o'clock yesterday evening.

The steamer Reifuku Maru, also owned by Suzuki & Co., finished lining for a grain cargo yesterday afternoon at the Peninsula mill and shifted to the Albina dock to load a cargo of wheat for Europe. She will start loading this morning.

Besides the two in port, eight other Japanese steamers have been named for loading at Portland during the remainder of July and August, and it is said that charters have been closed for several others besides.

Three of these vessels are liners in the service of the Toyo Kisen Kaisha. These are the Rakuyo Maru, Anyo Maru and the Choyo Maru. The Rakuyo, which will be the next of the Toyo Kisen Kaisha vessels to come here, is a new freight and passenger steamer of 18,500 tons displacement and will make Portland on her maiden voyage. She is expected here July 24, and the Oregon Pacific company, general agent here for the Toyo Kisen Kaisha, is now booking freight and passengers on this vessel for ports on the west coast of South America.

Coming in the other direction, the steamer Anyo Maru, a big passenger liner which has called here before, will reach Portland from South America via San Francisco August 5. She will load lumber and grain here for the orient. The Choyo Maru, a freighter, will come direct to Portland from Yokohama, it was announced by her agents yesterday. This will be the first steamer in the service of the Toyo Kisen Kaisha to make Portland her first American port of call on the eastbound transPacific voyage. She will arrive at Portland August 8, according to schedule, and is listed to leave here about September 2 for the west coast of South America via San Francisco.

The Japanese steamer Mandasan Maru, one of the three Mitsui steamers thus far listed for Portland loading during the next six weeks, has left San Francisco for this port and will be due Friday. She will take wheat from Portland for Japan, and will then go to Puget sound to fill out with lumber.

The other Mitsui steamer definitely listed for this port is the Kaisho Maru, which will come later in August to carry a full cargo of lumber from Portland and the Columbia river to the orient.

The Japanese steamer Denmark Maru, chartered several weeks ago by the American Trading company to carry lumber from the Columbia river and Grays Harbor to Japan, is expected here about July 20. She will be followed about July 25 by the steamer Baltimore Maru, owned by Suzuki & Co., and chartered by the Northern Grain & Warehouse company to carry a full cargo of wheat to Europe.

ASTORIA MADE PORT OF CALL

Service to Australia Is to Be Established July 28.

ASTORIA, Or., July 12.—(Special.)—With the sailing from here on July 28 of the steamer West Camargo, the general steamship company's service between Astoria and points in Australia will be established. This line has been operating a line of steamers on monthly sailings between San Francisco, Puget sound and Australia, and in the future will make Astoria a port of call.

A considerable quantity of canned salmon and other freight has been assembled for the first sailing this month, and the port officials believe that an extensive trade can be built up between the Columbia river and the Antipodes.

JUNE BIG MONTH FOR PORT

Revenue and Volume of Business Surpass Previous Records.

In point of amount of revenue and volume of business, the month of June, 1921, was the best month the Port of Portland has experienced in many years, if not the most remunerative in the port's history. During this month the towage service of the port, which nets an average monthly deficit of about $4000, lacked only $322.50 of paying all its expenses.

An unusually good showing was also made by the port drydock during June. Eight vessels were docked, aggregating 31,548 gross tons of shipping and producing a revenue of $10,008 from dockage charges. This revenue is greater than the monthly average during the wooden shipbuilding rush of 1919, when the port drydock was kept busy constantly and produced a revenue of about $8000 a month. The greater earnings of the drydock last month were due to the lifting of larger steamers than during the shipbuilding period. Five of the eight dockings last month were for big steel steamers of the shipping board.

DREDGING DECISION HELD UP

Grays Harbor Port Commission Awards Power Line Contract.

ABERDEEN, Wash., July 12.—(Special.)—Contract for building approximately three miles of power transmission line from Hoquiam toward Grays Harbor city to be used in dredging the channel further down the river was awarded the Grays Harbor Construction company of Hoquiam at a meeting of Grays Harbor port commission yesterday. The bids called for furnishing and driving approximately 5700 feet of piling. The Hoquiam concern offered to do the work at 26 cents a foot.

Decision on the proposal to dredge the Chehalis river to Montesano to allow small schooners to take lumber from the Montesano mills was delayed until the next meeting due to the absence of Frank Lamb, port commissioner. It is estimated the channel could be dredged to 16 feet for $20,000.

CHARTS BOOM PORTLAND

Department of Commerce Issues Data on Columbia River.

About half a cord of charts of the Columbia river entrance were stacked up in the office of the Port of Portland yesterday in the manner of the familiar woodpile on the curb. The charts are of a new issue of the department of commerce of the federal government and show the ample depth and width of channel now prevailing from the mouth of the Columbia river to Harrington point.

The traffic bureau of the port is sending these charts broadcast over the world to disseminate knowledge of channel conditions in the Columbia river.

West Camargo to Call at Astoria.

The steamer West Camargo, of the General Steamship corporation, has been listed to call at Astoria July 28 for a shipment of lumber and general freight for Australia and New Zealand. Not sufficient freight has been booked here as yet by her operators to bring the vessel up the river to Portland. The West Camargo will be the first vessel of this line to come here in liner service to Australia and New Zealand since last December.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

NANKING, Grays Harbor for San Francisco, 35 miles west of Honolulu, July 11, 8 P. M.

WILHELMINA, San Francisco for Honolulu, 1797 miles from San Francisco, July 11, 8 P. M.

ARIZONAN, Panama for Port Allen, 900 miles east of Port Allen, July 11, 8 P. M.

MANOA, Honolulu for San Francisco, 468 miles west of San Francisco, July 11, 8 P. M.

MANOA, Honolulu for San Francisco, 191 miles from San Francisco.

SENATOR, San Francisco for Portland, 222 miles north of San Francisco.

BRADFORD, Vancouver for San Francisco, 32 miles north of Point Arena.

PRESIDENT, San Francisco for Seattle via Victoria, 15 miles north of Point Arena.

ED KINGSLEY, Vancouver for San Francisco, 140 miles north of San Francisco.

MONTGOMERY CITY, San Francisco for Yokohama, 72 miles southwest of San Francisco lighthship at noon.

STEEL INVENTOR, San Francisco for Liverpool, 10 miles south of San Francisco.

ADMIRAL EVANS, Portland for San Francisco, 120 miles north of San Francisco.

CORONA, Washington Inlet for Seattle, 350 miles from Seattle at noon.

CITY OF RENO, Seattle for Portland, off Cape Flattery.

ELDRIDGE, Yokohama for Seattle, 482 miles from Seattle.

ADMIRAL SCHLEY, San Francisco for Seattle, 105 miles from Seattle.

M. S. OZMO, Unalaska for Seattle, 240 miles from Seattle.

ALASKA, arrived at Astoria at 9 P. M., Portland for San Francisco.

S. S. PALLAS, Everett for San Pedro, 165 miles south of Tateosh.

WEST CADDO, San Francisco for Pearl Harbor, 336 miles from San Francisco, July 11, 8 P. M.

PEARL SHELL, San Francisco for Shanghai, 395 miles west-northwest of San Francisco.

ELDRIDGE, Yokohama for Seattle, 755 miles from Seattle, July 11, 8 P. M.

U. S. A. BURNSIDE, Fanshalo for Seattle, 395 miles from Seattle, July 11, 8 P. M.

DEPERE, Tacoma for Portland, off West Point.

Report From Mouth of Columbia.

NORTH HEAD, July 12.—Condition of the sea at 5 P. M., smooth; wind, northwest, 22 miles.

Tides at Astoria Wednesday.

High.	Low.
6:29 A. M.....6.5 ft.	0:50 A. M.....1.2 ft.
7:00 P. M.....8.0 ft.	12:41 P. M.....1.5 ft.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
City of Reno	Seattle	July 13
Senator	San Diego	July 14
Alaska	San Fran	July 14
Kennecott	N. Y.-S. F.	July 14
Mandasan Maru	San Fran	July 15
Effingham	Seattle	July 15
Robin Goodfellow	Seattle	July 16
Depere	Seattle	July 16
West Lewark	San Pedro	July 16
Admiral Sebree	San Fran	July 16
Robin Adair	N. Y.-S. F.	July 18
Pawlet	Orient	July 18
Anniston City	New Orleans	July 20
Denmark Maru	Orient	July 20
Medican	N. Y.-S. F.	July 20
Cape Henry	San Fran	July 20
Admiral Evans	Seattle	July 21
Rakuyo Maru	Orient	July 22
Baltimore Maru	Orient	July 25
Steel Worker	Seattle	July 25
West Katan	Europe-S. F.	July 25
West Nivaria	Orient	July 27
Edward Luckenbach	N. Y.-S. F.	July 28
West Camargo	San Fran	July 28
Ohioan	N. Y.-S. F.	July 30
Derbyan	Valparaiso	July 30
Kinderdijk	Rotterdam-S. F.	July 30
Somersbrshire	London-S. F.	July 30
Bearport	Orient	July 30
Anyo Maru	Orient	Aug. 5
H. S. Grove	Balto.-S. F.	Aug. 8
Hoyeisan Maru	Orient	Aug. 10
Kaisho Maru	Orient	Aug. 20

To Depart From Portland.

Steamer—	For—	Date.
Hambre	San Fran	July 13
Yalza	New England	July 13
Andrea Luckenbach	New York	July 13
West Cayote	Europe	July 15
Senator	S. F.-L. A.	July 15
Robin Goodfellow	Boston-N. Y.	July 16
Abercos	Orient	July 16
West Keats	North China	July 18
Kennecott (M. S.)	N. Y.-Balto.	July 18
Admiral Evans	San Diego	July 22
Cape Henry	Baltimore	July 22
Rakuyo Maru	Valparaiso	July 27

Vessels in Port.

Steamer—	Berth.
Abercos	Crown mills.
Andrea Luckenbach	Terminal No. 1.
Gorontalo	S. P. siding.
Frank H. Buck	Associated Oil dock.
Raifuku Maru	Albina dock.
Swiftlight	Victoria dolphins.
Swiftwind	Victoria dolphins.
West Cayote	Terminal No. 4.
West Keats	Inman-Poulsen mill.
Yalza	Terminal No. 2.

HOTEL RAMAPO
14th and Washington Sts.
New Management.
Newly Furnished.
Transient and Permanent.
Summer Rates.

ALIEN OFFICE IS WANTED

ASTORIA COMMISSIONERS PROTEST REMOVAL PLAN.

Oregon Congressional Delegation Is Informed of Needs of Immigration Post on Columbia.

ASTORIA, Or., July 12.—(Special.)—The port of Astoria commission at its meeting this morning directed that a vigorous protest be sent to the Oregon congressional delegation and to the immigration department in Washington against the reported plan to close the immigration office here on account of lack of funds.

The commissioners pointed out that the passenger service to Honolulu, which will be inaugurated from here on July 25, and the passenger service which the Royal Mail Steam Packet company will maintain between Astoria and points in Europe, will make the maintenance of an immigration office here an absolute necessity.

Another matter taken up by the port commission was in connection with the new telegraph and telephone line being constructed by the Postal Telegraph company between here and Portland. A communication was received from the telegraph company, saying it had been summoned to appear before the Oregon public service commission on July 14 and set forth the necessity for this additional service being provided.

Chairman Stone and Commissioner Patton were nominated as a committee to prepare a letter, commending the action of the company in constructing its proposed line, setting forth the urgent need for additional long-distance telephone service and telling the public service commission that the people of Clatsop county expect that body to assist and not oppose the inauguration of the new service.

Movements of Vessels.

PORTLAND, July 12.—Sailed at 12:30 P. M.—Steamer Rose City, for San Francisco. Sailed at 2 P. M.—Steamer Alaskan, for New York and way ports. Sailed at 5 P. M.—China Maru, for United Kingdom. Arrived at 4 P. M.—Steamer Andrea F. Luckenbach, from New York and way ports. Arrived at 4:30 P. M.—Steamer Yalsa, from Portland, Me., and way ports. Arrived at 5 P. M.—Steamer Frank H. Buck, from Gaviota.

ASTORIA, July 12.—Arrived at 4:50 and left up at 5:30 A. M.—Steamer Frank H. Buck, from Gaviota. Arrived at 5 and left up at 6:30 A. M.—Steamer Talsa, from Portland, Me. Arrived at 6 and left up at 7:30 A. M.—Steamer Andrea F. Luckenbach, from New York.

SAN FRANCISCO, July 11.—Sailed at 4 P. M.—Steamer Senator, from San Diego and way ports, for Portland.

Arrived at 10 P. M.—Steamer Admiral Sebree, from Ocean Falls, for Portland. Arrived at 11 P. M.—Steamer Fomona, from Portland, for Europe.

SAN FRANCISCO, July 12.—Sailed at 2 P. M.—Steamer Alaska, for Portland. Sailed at 4 P. M.—Jap steamer Mandasan Maru, for Portland, from Yokohama.

SAN PEDRO, July 11.—Sailed—Steamer West Lewark for Portland via San Francisco.

Arrived—Schooner K. V. Kruse from Astoria and Portland.

VICTORIA, July 11.—Arrived—Steamer Iris, from Portland, for New Orleans.

MONTEREY, July 11.—Arrived—Steamer William F. Herrin, from Portland.

CRISTOBAL, July 10.—Arrived—Steamer Pennsylvanian, from Boston, for Portland.

CRISTOBAL, July 8.—Arrived—Steamer Liberator, from Portland, for New York.

ROTTERDAM, July 9.—Sailed—Steamer Moerdijk, for Portland via way ports.

SAN FRANCISCO, July 12.—Arrived—Steamer Lyman Stewart, from Seattle; steamer Johanna Smith, from Coos Bay. Sailed—Steamer Montgomery City, for Yokohama; steamer Mandasan Maru, for Yokohama via Portland; steamer Alaska, for Portland.

SEATTLE, Wash., July 12.—(Special.)—Arrived—U. S. A. H. T. Heather, sea duty, from Jefferson, southeastern Alaska. Sailed—West Isan, for Manila, via Vancouver and ports; Delagoa Maru, for Kobe, via Yokohama; Andrea F. Luckenbach, for New York, via San Francisco, Los Angeles and Balboa; Depere, for Valparaiso, via Tacoma, Aberdeen, San Francisco and Los Angeles.

TACOMA, Wash., July 12.—(Special.)—Arrived—Depere, from Seattle; Lewis Luckenbach, from New York. Sailed—Depere, for Valparaiso via San Francisco; Effingham, for Hamburg, via San Francisco; Colusa, for Valparaiso, via San Francisco.

SAN PEDRO, Cal., July 12.—(Special.)—Arrived—Steamers S. C. T. Dodd, from Portland, I A. M.; West Isleta, from Philadelphia, 8 A. M.; schooner K. V. Kruse, from the Columbia river, 8 A. M.; Kinderdijk, from Rotterdam, July 3, P. H. Lansing, from Honolulu, 1 A. M.; Whittier, from San Diego, 7 A. M.

Sailed—Steamers Cape Henry, for San Francisco, 2 P. M.; Admiral Dewey, for Seattle, 10 A. M.; Yorbalinda, for Seattle, 10 A. M.; Yale, for San Francisco, 3 P. M.

KOBE, July 7.—Arrived—Protesilaus, from Tacoma.

NEW YORK, July 12.—Arrived—Iowan, from Portland.

Marine Notes.

The three destroyers which have been moored at Supple's dock above the Morrison bridge since July 3, will leave down the river at 6 o'clock this morning for sea.

The Admiral line steamer Abercos, loading cargo of miscellaneous freight for the Atlantic coast.

In the intercoastal service of the North Atlantic & Western Steamship company, the steamer Yalza arrived at 4:30 P. M. yesterday at municipal terminal No. 2. She was expected to finish discharging and loading in time to depart today.

The new shipping board tanker Hambro will arrive here in ballast tonight for San Francisco.

The steamer Andrea Luckenbach of the Luckenbach Steamship company, arrived at terminal No. 1 yesterday afternoon from New York and Philadelphia.

The Associated Oil company's tanker Frank H. Buck reached her dock at 3 o'clock yesterday evening from Gaviota.

COURT BACKS FISHING LAW

Judge Refuses Injunction Against State Department.

SEATTLE, Wash., July 12.—Judge William B. Gilbert of the United States circuit court of appeals and Judges Jeremiah Neterer and E. E. Cushman of the federal district court, sitting together here today, refused a temporary injunction against the state department of fisheries prohibiting enforcement of new rules governing salmon fishing. The special court, however, took under advisement the question of constitutionality involved.

The action was brought by the Union Fishermen's Fishing & Packing company and John Johnson, of Port Angeles. The regulations complained of, adopted April 29, limit salmon fishing in Washington waters to certain times and provide other restrictions.

DAILY CITY STATISTICS

Marriage Licenses.

OLSEN-PORTER—Axel J. Olsen, legal, Portland, Oregon, and Alta L. Porter, legal, Thirty-first and Irving.

BRAMSON-DOYLE—Fred L. Brace, legal, 362½ Eugene street, and Frances Pownstone, legal, 397½ San Rafael street.

THODE-KAUFMAN—Ernest A. Thode, legal, 596 Leo avenue, and Emma L. Kaufman, legal, 586 Leo avenue.

HENDERSON-OWEN—William W. Henderson, legal, Takima, Wash., and Gertrude Owen, legal, Marshall street.

YELTON-LOCKERT—Ray Moss Yelton, 28, Portland, Oregon, and Agnes C. Lockert, Matheson hotel.

KLENTZ-STAIRS—Joseph Klentz, legal, 548 E. Ankeny street, and Ella B. Stairs, legal, 76 East Eighth street North.

SANDY-JONSRUD—John S. Sandy, legal, 1760 Stanton street, and Sletta M. Jonsrud, legal, 906 Fourteenth street.

Vancouver Marriage Licenses.

SMITH-HAYWARD—Weston A. Smith, 21, San Diego, Cal., and Georgia F. Hayward, 18, Portland.

KAY-SAVAGE—Clyde F. Kay, legal, Albany, Or., and Frances Savage, legal, Albany, Or.

SMITH-SMITH—Gene Smith, 28, Seattle, and Minnie Smith, 26, Seattle.

BRIGGS-WOLS—Clarence E. Briggs, 37, Minneapolis, Minn., and Lillie T. Wols, 28, Seattle, Wash.

TRAVELERS' GUIDE.

CUNARD ANCHOR ANCHOR-DONALDSON
Passenger and Freight Services From New York.
CHERBOURG AND SOUTHAMPTON.
AQUITANIA....July 26 Aug. 23 Sept. 12
MAURETANIA....Aug. 11 Sept. 6 Sept. 29
BERENGARIA....Aug. 18 Sept. 22 Oct. 20
LIVERPOOL.
CARONIA....Aug. 27 Sept. 24
CARMANIA....Aug. 13 Sept. 10 Oct. 8
ALBANIA (new)...Aug. 20 Sept. 27 Nov. 1
SCYTHIA (new)....Sept. 6 Oct. 11 Nov. 15
PLYMOUTH, CHERBOURG AND HAMBURG.
SAXONIA....Aug. 30 Oct. 11 Nov. 22
LONDONDERRY AND GLASGOW.
CAMERONIA (new) July 30 Aug. 27 Sept. 24
COLUMBIA....Aug. 13 Sept. 10 Oct. 8
ALGERIA....Aug. 20 Oct. 4
VIGO, GIBRALTAR, PATRAS, DUBROVNIK, TRIESTE, FIUME.
CALABRIA....Aug. 6
HAMBURG AND DANZIG.
PANNONIA....Aug. 18
BOSTON TO LONDONDERRY AND GLASGOW.
ASSYRIA....Aug. 13
MONTREAL TO GLASGOW.
CASSANDRA....Aug. 6 Sept. 10 Oct. 15
SATURNIA....27 Oct. 1 Nov. 8
CUNARD MEDITERRANEAN CRUISES.
MADEIRA, GIBRALTAR, ALGIERS, MONACO, NAPLES, ALEXANDRIA, PIRAEUS, PATRAS, TRIESTE. (Ports vary according to cruise.)
CARONIA....Oct. 22 Dec. 7
CARERONIA....Nov. 19 Jan. 10
For information, tickets, etc., apply to Local Agents, or Company's Office, 621 Second Ave., Seattle. Phone Elliott 1632.

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Main 1422—541-22. Alder-St. Dock.

TRAVELERS' GUIDE.

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SS. Admiral Evans, July 22, 9 P. M.
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Between Portland and MARSHFIELD, EUREKA AND SAN FRANCISCO
SS. Curacao, July 22—SS. Curacao, August 5
SAILINGS EVERY 14 DAYS THEREAFTER
Trans-Pacific Services
Between Portland and Yokohama, Kobe, Shanghai, Hong Kong, Manila, Dairen and Vladivostok (Freight Only)
SS. Abercos, July 16—SS. Pawlet, August 11
SS. Coaxet, Sept. 6
Between Puget Sound and Yokohama, Kobe, Shanghai, Hong Kong, Manila (Freight and Passengers) and Dairen, Vladiv