STEAMER IS RACING TO SECURE CHARTER

Herakles, Norwegian Vessel, Coming for Wheat.

ARRIVAL TODAY POSSIBLE

Failure of Carrier to Come in Time to Load Saturday Means Loss to Operators.

The Norwegian steamer Herakles, if all goes well, will win by several hours her race against time to preserve her charter. She will arrive in the Columbia river today, according to a radio message received yesterday by J. T. Steeb & Co., customhouse brokers, who are acting as her agents. The captain of the Herakles, however, did not say at what hour he expected to make the Columbia river entrance. Under the terms on which this vessel was chartered by Kerr, Gifford & Co. the Herakles is required to be ready for loading by noon Saturday.

The Herakles is operating under a ten-year time charter to the DuPont interests, who are letting her earn a little money in the grain trade while she is not needed for their exclusive business. The charter on which she will load here was closed several weeks ago when the tonnage market was considerably higher than at present, and failure of the vessel to make her cancelling date would have meant a loss of between $10,000 and $15,000 for her operators—instead of for her charterers.

Charter Believed Safe.

The contract for lining the Herakles for her cargo of wheat has been awarded to W. J. Jones & Son, who will make every effort to have the vessel's holds ready for the approval of the surveyors within the time limit. Even if the vessel does not reach Portland harbor until tomorrow, they will still be able to line her in time to preserve her charter unless unusual obstacles are encountered.

The Greek steamer Fotis, which has been making a rather long trip up from the canal, was about due at the mouth of the Columbia river last night, according to Captain E. Naylor of the British steamer Eastern Prince. Captain Naylor reported on his arrival yesterday that he had passed the Fotis opposite San Francisco and that at the rate she was then traveling the Greek steamer should have made the Columbia river entrance last night.

Grain Carriers Coming.

Another grain carrier expected in the river today is the Japanese steamer Meiwu Maru, owned by Mitsui & Co. and chartered to the Pacific Grain company. Whether this vessel will depart for Europe in accordance with her original charter or will be diverted to the orient has not yet been decided.

In the face of a phenomenal slump in grain prices and charter rates, the board at the merchants' exchange shows 23 steamers coming here for grain cargoes and eight now loading in the local harbor.

LATIN AMERICA LINE GROWS

Fleet of Five Steamships Will Be in Service Soon.

The Norwegian steamer Sinaloa, which will be the third vessel to come here in the service of the Latin America line, will reach Portland from South American ports about November 5, according to information received by A. C. Stubbe, general manager of the Northwest Shipping company, local agent for the line.

The steamer Romulus, now loading here, is expected to leave for South America next Monday or Tuesday. This boat is commanded by Captain P. H. Sannaes, a veteran in the A. O. Lindvig lines. He was here 26 years ago in the Norwegian bark Kara.

The steamers Regulus and Remus, which will complete the fleet of five steamers in the run between North Pacific and Latin America ports, are both expected here in December. The Regulus grounded on the Norwegian coast on her way out and was obliged to put back to Bergen, Norway, where she is now being repaired. She is scheduled to leave there for the north Pacific about November 1. The Remus will load a cargo of coke and coal at Cardiff, Wales, about the middle of this month for Callao, Peru, and will come north after discharging there.

THREE FREIGHTERS EN ROUTE

Carriers Bound for Portland Are Reported at Panama Canal.

Three steamers bound for Portland and one for Seattle were reported to the Merchants' Exchange yesterday as arriving at the Atlantic end of the Panama canal October 10 and 11. Those arriving at Cristobal Monday were the Pacific Maru, from Norfolk for Portland via Willapa harbor, and the Greek steamer Polyktor, from Rotterdam for Portland direct to load a cargo of wheat.

The Japanese steamer Yonan Maru, coming from Shields to load lumber for the orient under charter to the Pacific Export Lumber company, was reported as reaching Cristobal Tuesday, along with the Japanese steamer China Maru, owned by Suzuki & Co., and chartered by Balfour, Guthrie & Co., to load wheat at Seattle for India.

Steamer Cold Harbor Coming.

The shipping board steamer Cold Harbor, of 3116 net tons register, has been assigned to the North Atlantic & Western Steamship company, according to word received by the Admiral line, Pacific coast agent for the line, and is now loading at Philadelphia for Pacific ports, including Portland. She has already in her holds shipments of general cargo from New York and Boston. The Cold Harbor will fit into the Nawsco line schedule between the steamers West Isleta and Springfield, and is expected here about November 15.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 12.—(Special.)—The Japanese steamer Kaikyou Maru arrived at o'clock last night from Norfolk and went to Vancouver, Wash., to load lumber for Japan.

The steam schooner Santa Inez, with wheat and flour from Portland, sailed at 2 o'clock this morning for Wilmington.

Carrying freight and passengers from Portland and Astoria, the steamer Rose City sailed at 8 o'clock last evening for San Francisco.

The British steamer Eastern Prince arrived at 8 o'clock last evening from Norfolk and will load grain at Portland.

The steam schooner Santa Barbara will shift tonight from Wauna to Portland to take on lumber.

The Japanese steamer Clyde Maru arrived at 10 o'clock this morning from Hamburg via Norfolk and went to Portland to load for the orient.

Bringing freight and passengers for Astoria and Portland, the steamer Admiral Evans arrived at 5:30 this afternoon from San Pedro and San Francisco.

The steamer Freeport Sulphur will be due at the mouth of the river at 9 o'clock tonight. She goes to Westport to load lumber.

The Greek steamer Fotis will be due tonight from Norfolk and will load grain at Portland.

With general freight from Portland, 600,000 feet of lumber from Wauna and 600,000 pounds of grain from Astoria, the Japanese steamer Holland Maru sailed at 9 o'clock this morning for the orient.

The British steamer Collegian, with wheat from Portland, sailed at 2 o'clock this afternoon for Europe.

The steamer F. J. Luckenbach arrived from Portland at 12:30 today and is loading 7000 cases of salmon at the Astoria terminals for New York.

The steam schooner Daisy Matthews, with lumber from Wauna, is to sail this evening for San Pedro.

The Norwegian steamer Herakles is due from Norfolk en route to Portland to load wheat.

The tank steamer Frank G. Drum arrived at 3 o'clock from California with oil for Portland.

SEATTLE, Wash., Oct. 12.—(Special.)—Protesting against the recent reduction in the operating force of the Panama canal which they declare will cause delay to ships in the intercoastal trade, J. D. Mansfield, traffic commissioner of the transportation bureau of the Seattle chamber of Commerce; Frank R. Hanlon, manager of the Merchants' Exchange of Seattle, and R. S. James, Seattle manager of the Luckenbach Steamship company, today sent a telegram to Secretary of War Weeks.

The Kashima Maru's schedule has been speeded up and the steamer will arrive here October 28 instead of November 3, it was announced today by M. Watanabe, Seattle manager for the Nippon Yusen Kaisha. She will sail for the orient November 13 instead of November 18.

With shipments of miscellaneous freight from Japan, China and the Philippines, the steamship Talthybius, of the Blue Funnel line, arrived in Seattle today and went to a berth at pier No. 14. The vessel had 270 Chinese steerage passengers, 250 of whom were landed in Canada. Fifty of the Chinese are en route to Jamaica, in the West Indies, where they will work on sugar plantations. They will go to the West Indies via Prince George and Montreal.

Aboard the next big freighter of the Luckenbach lines to clear from Philadelphia for this port will be a steel bridge complete which will span Riley creek on the line of the Alaskan railroad, according to advices received in Seattle this morning.

Following the Floridian, in the Puget sound, Great Britain and continental European service of the Holland-American Steamship company, will come the steamship Pennsylvanian due here November 2 to load for London, Liverpool, Glasgow, Hamburg and Antwerp. Then will come the steamship Texan due in this port November 15 to load for ports in Great Britain and certinental Europe.

VANCOUVER, B. C., Oct. 12.—(Special.)—The Border line steamer Fulton is carrying the cargo of the United American steamer Arizonan to Seattle for transshipment while repairs are under way on the Arizonan in the Esquimalt drydock.

According to the new time table of the Canadian Pacific coast service, there will be no night boat from Victoria to Vancouver on Saturdays.

A cut of approximately 10 per cent has been made in passenger rates on the Nippon Yusen Kaisha line between this coast and the orient, which is expected to be followed by a general lowering of passenger rates on Pacific liners by the conference steamers.

With her ventilation pipes standing high above her deck and a general air unlike that of other steamers, the big Royal Mail Steam Packet steamer Molieres has arrived from the United Kingdom. The big freighter will take 130,000 boxes of apples from this port and Seattle when she starts for ports in Britain.

November 1 is the date posted for the arrival of the French line freighter Honduras from European ports. She will load here for Bordeaux, Havre, and Antwerp, via ports.

Effective November 1, shipping companies will no longer absorb wharfage charges on local cargo. The companies have been absorbing these charges with foreign charges for the past six months, but after November 1 foreign freight only will carry wharfage exemptions.

Making her first call at Victoria, the Canadian government merchant marine steamer Canadian Farmer is due at the inland port from San Francisco tomorrow and will come on to Vancouver Thursday afternoon.

Scotch whisky and rare wines were aboard the Blue Funnel freighter Astynax, which docked here today from the United Kingdom. Besides her wet cargo, the Astynax has 1100 tons of general freight and will load very lightly outbound.

There were 270 Chinese passengers aboard the Blue Funnel steamer Talthybius, which arrived from the orient this week, and these men were routed over the Canadian national railways and Canadian government merchant marine to West Indian ports.

Strong winds on the sand heads at the mouth of the Fraser river gave the Seattle tug Oregon had dusting and almost caused her to lose the big boom of logs she had in tow for Blaine.

Completing the present programme of shipping by the Canadian government merchant marine, the steamer Canadian Freighter was launched at the Coughlan shipyards today. This boat is of the 8300-ton steamers and was christened by Mrs. W. Wallace of this city.

PORT TOWNSEND, Wash., Oct. 12.—(Special.)—The Japanese steamer Kinkasan Maru, arriving from New York a few days ago, departed this evening for the orient after completing her cargo with flour at Tacoma. At New York she loaded 5550 tons of miscellaneous freight for the orient.

The steamer Meriden departed this evening for Valparaiso with a big general cargo loaded at Seattle and Tacoma.

After loading a cargo of lumber on Grays harbor, the Norwegian steamer Pacifico arrived today, proceeding to Seattle to complete cargo.

Bringing copper ore and other freight from Santa Rosalia and San Pedro, the Mexican steamer Providencia is scheduled to arrive this evening. She will load return cargo at Tacoma.

With her holds filled with general freight, lumber and copper, the steamer West Himrod departed tonight for the orient. A part of her cargo was loaded at Vancouver, B. C.

The Walker Ross Shipping company, recently organized at Seattle, has chartered the Japanese steamer Mitsuki Maru to carry lumber from Puget sound to the orient. She will arrive in time to go on berth November 15. The Ayaba Maru, the first steamer chartered by the new company to carry lumber to the orient, is expected to reach Puget sound the 26th of the present month.

The ship William Dollar, formerly the German ship Walkure, is en route from Richmond for Port Angeles, where she will load lumber for the orient. At Richmond she loaded 10,000 barrels of fuel oil. The big twin windjammer has two 5000-barrel tanks, which were utilized for water ballast. She will now be used in transporting fuel oil. This shipment of oil will be the first to reach the orient in a sailing vessel.

GRAYS HARBOR, Wash., Oct. 12.—(Special.)—The tramp steamers Meridian and Munalres, units of the fleet of 12 large vessels booked for this port, will be here tomorrow to take on approximately 4,000,000 feet of lumber. Other vessels of the fleet are expected here in a few days. The Meridian had made one trip here before, while it will mark the initial trip for the Munalres to this port. The Meridian will load at the City mill, Aberdeen, and will proceed to the west coast of South America. The Munalres will go to the east coast after loading at various harbor mills.

The steamers Wahkeena and Lassen cleared for San Pedro yesterday. The Wahkeena loaded at National mill, Hoquiam and Lassen at Donovan mill, Aberdeen.

SAN PEDRO, Cal., Oct. 12.—(Special.)—Heavy fog lying off Santa Catalina island prevented the battleship New Mexico from firing her big guns in target practice today off the island. A change in ocean current, together with a change in the water of seven degrees, is said to have been responsible for the fog.

That the passage by both houses of congress of the free canal tolls bill will cause another increase in traffic here is predicted by local shipping men. Freight business between here and the Atlantic is increasing so rapidly that many steamers sailing from here leave cargo on the dock for the next vessel of the line.

Question of providing more room on the docks here and more room for steamers will be discussed at a meeting of interested persons to be held in the offices of the harbor commission October 25. Shippers have been asked to economize their space and so far no formal complaint has been made before the board.

TACOMA, Wash., Oct. 12.—(Special.)—The San Diego and Pacific, from California ports, made up the coaster arrivals today. Both vessels had freight for Tacoma and southwest Washington firms. The San Diego will load a full cargo of lumber from Tacoma mills for California, while the Pacific will pick up cargo down sound.

The Nooderdijk, of the Holland-American line, which arrived this morning from Europe, was expected to leave tonight for San Francisco. The vessel has 1000 tons of flour to load here. She is the first vessel of the Royal Packet service to come here, thus starting monthly service.

The Celusa will shift here tomorrow from drydock, it is reported by representatives of the Grace line, and commence loading for Peru and Chile. The vessel goes from Tacoma to Portland to take a deck load of lumber.

The Africa Maru, of the Osaka Shosen Kaisha line, sailed this afternoon for the orient via Seattle and Victoria. The vessel took a capacity cargo out this voyage. The Hawaii Maru, of this line, returns here Friday to load. The vessel at present is at Vancouver, B. C.

If an experiment to be made on the steamer F. J. Luckenbach, due on the sound this week, is successful, it may open up the possibility of Tacoma handling some of the eastern Washington apple crop, even though the city has no cold storage on the waterfront.

Manager James of the Puget sound office of the Luckenbach line announced that the F. J. Luckenbach will take a cargo of apples to New York this week as a test to see whether they can be delivered in good shape without refrigeration aboard ship. If the experiment proves successful, Mr. James says they can handle 20 carloads of apples on each ship, and the Luckenbach service sends a vessel from Puget sound every eight days.

Representatives of Wenatchee apple growers have been on the sound this week trying to make arrangements for cold storage space for apples to go out by water. The Yakima men have already engaged service at Seattle.

The Thomas Crowley, which brought ore to the smelter Tuesday, sailed for Alberni, Canada, last night.

The Pacifico, Norwegian steamer in the service of the General Steamship company, is due at the Balfour dock to take wheat for Europe.

The Floridian was expected at the Baker dock, Tacoma, tonight and the Amur is to arrive at the smelter with ore from British Columbia.

The Providencia, from Mexico, is expected tomorrow with Mexican ore.

SAN FRANCISCO, Oct. 12.—(Special.)—Taking 86 passengers and 3[illegible] tons of cargo, which included cement, bricks, fertilizer, feed and grain, foodstuffs and dry goods, the Matson steamer Manoa, Captain E. H. Sandelin, left out at noon today for Honolulu.

Coming from New York and Baltimore via San Pedro, the freighter Stanley Dollar is expected to arrive here at daylight tomorrow. She has 3100 tons of general cargo for discharge at this port. She left 800 tons at San Pedro.

Captain John Morene, after more than a year ashore as port captain of the Pacific Mail Steamship company, arrived here in command of the liner Venezuela, which made port from Baltimore shortly before sundown tonight. A thick fog held the arrival of the liner from entering port for two hours. There were 49 first cabin and nine steerage passengers for this port. Thirty-three cabin and eight steerage travelers disembarked at San Pedro. Among the cargo on the vessel was 1971 bags of coffee, 25 cases of furniture, 300 cases of olive oil, 250 cases of soap, 39 cases of machinery, 1000 cases of tobacco and 745 birds of varied species. Among the prominent travelers was Richard White, bird dealer from Australia, who arrived with 750 birds. He held the ship at Corinto for 24 hours when he was unable to make a connection.

An enviable record for promptness and speed has been established by the intercoastal fleet of the American-Hawaiian Steamship company during the first nine months of this year, according to a tabulated report received here today by Williams, Dimond & Co., local agents for the American-Hawaiian line, from the New York offices of the company. The report shows that of 37 sailings from Atlantic coast ports during the nine months but seven failed to be made on time. Of the seven delayed sailings four occurred during the months of July and August, when the marine strike was at its height. Five of the seven days were of but one day each, and the longest was four days. The average time of voyages completed by the 26 steamers dispatched from New York during the period was as follows: To San Pedro, 19 days; to San Francisco, 22 days; to Seattle, 30 days; to Portland, 35 days.

Marine Notes.

The Admiral line steamer Curacao left municipal terminal No. 2 at 4 P. M. yesterday for Coos Bay, Eureka and San Francisco, with passengers and freight.

The shipping board tank steamer Stockton left down in ballast from the Shell tanks last night after discharging fuel oil for the supply and sales division of the board.

The steamer Alaskan, of the United American lines, arrived at municipal terminal No. 1 yesterday morning to work general freight to and from the Atlantic coast and will depart at 4 o'clock this afternoon.

The Japanese steamer Kaikyu Maru, which will take a cargo of lumber to Japan, started loading yesterday morning at the Du Bois mill, Vancouver.

The Latin-America liner Romulus finished loading the lumber portion of her cargo at noon yesterday and shifted from the Inman-Poulsen mill to the Montgomery dock to load flour for South America.

The steamer Hattie Luckenbach left down from terminal No. 1 at 6 o'clock last night for New Orleans, following the F. J. Luckenbach, which departed Tuesday for Philadelphia and New York.

The steam schooner Santa Barbara came up from Westport to the Eastern & Western mill at 9 o'clock last night to continue loading lumber for California.

The Suzuki steamer Clyde Maru arrived yesterday afternoon from Norfolk and went to the Southern Pacific open dock. She will take out a full cargo of lumber and timbers under charter to Dant & Russell.

The McCormick line steamer Willamette shifted yesterday afternoon from the Peninsula mill to the Clark-Wilson mill to continue loading lumber for San Francisco and San Pedro. She will depart today.

The steamer Willpolo, of the Williams line, finished loading at St. Helens last night and dropped down to Astoria to take on additional freight before departing for the Atlantic coast.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

MONTAGUE, Portland for Kobe, 1108 miles west of Columbia river lightship, 8 P. M., October 11.

MAKURA, Vancouver for Australia via Honolulu, 1271 miles north of Honolulu, 8 P. M., October 11.

WEST CAMARGO, Sydney for San Francisco, 1336 miles from San Francisco, 8 P. M., October 11.

CANADIAN SCOTTISH, from Vancouver for Australia, 310 miles from San Francisco, 8 P. M., October 11.

CHINA ARROW, San Francisco for Hankow, 1700 miles from San Francisco, 8 P. M., October 11.

NANKING, Orient for San Francisco, 755 miles from San Francisco, 8 P. M., October 11.

MANULANI, Honolulu for San Francisco, 472 miles from San Francisco, 8 P. M., October 11.

WEST MAHWAH, Portland for Melbourne via Honolulu, 553 miles from Columbia river lightship, 8 P. M., October 11.

MEXICO, Mazatlan for San Francisco, 210 miles from San Francisco.

ENTERPRISE, Hilo for San Francisco, 549 miles from San Francisco.

SANTA INEZ, Portland for San Pedro, 390 miles north of San Francisco.

FLEETO, New Orleans for Japan via San Francisco, 60 miles from San Francisco.

HYADES, San Pedro for Honolulu, 215 miles west of San Pedro.

WEST CAMARAGO, Sydney for San Francisco, 1065 miles from San Francisco.

WEST MAHWAH, Portland for Melbourne, 671 miles from Columbia river.

COL. E. L. DRAKE, Kahului for San Pedro, 460 miles from San Pedro.

MANOA, San Francisco for Honolulu, 65 miles from San Francisco.

EL SEGUNDO, barge No. 91 in tow Richmond for San Pedro, 75 miles from Richmond.

STANLEY DOLLAR, San Pedro for San Francisco, 60 miles from San Francisco.

SENATOR, San Francisco for Wilmington, 35 miles south of San Francisco.

KENNECOTT, San Pedro for San Francisco, 180 miles from San Francisco.

RICHMOND, Point Wells for San Pedro, 180 miles north of San Pedro.

WEST ISLETA, San Pedro for San Francisco, 50 miles south of San Francisco.

ED KINGSLEY, Vancouver for San Francisco, abeam Point Reyes.

VIGILANT, Newcastle for San Francisco, 140 miles west of Point Reyes.

ENSLEY CITY, San Francisco for Honolulu, 1063 miles west of San Francisco.

QUEEN, San Francisco for Seattle, 220 miles south of Tatoosh.

HEATHER, at Ship harbor.

SANTA INEZ, Portland for San Pedro, 390 miles south of San Francisco.

ROSE CITY, Portland for San Francisco, 240 miles north of San Francisco.

MULTNOMAH, Portland for San Francisco, 165 miles north of San Francisco.

Tides at Astoria Thursday.

	High.	Low.
10:41 A. M.	7.9 feet	4:40 A. M. 1.3 feet
10:56 P. M.	7.4 feet	5:13 P. M. 1.6 feet

CITY'S POSITION SHOWN

PORT 14TH IN VOLUME OF IMPORTS AND EXPORTS.

With Much Going Out and Little Coming In, Top-Sidedness of Commerce Is Indicated.

Portland is the 14th port of the United States in point of actual volume of imports and exports, according to a compilation published in the Commerce Reports for October 3. This publication is issued weekly by the United States department of commerce. Seattle takes 12th place on the list and Los Angelesh 13th. Savannah, Ga., follows Portland.

The top-sidedness of Portland's foreign commerce, with much going out and little coming in, is shown mercilessly by the government report, which places this port in 10th position for volume of exports and in 35th position for imports.

During the fiscal year ending June 30, 1921, upon which the government's classification is based, Portland's total foreign commerce amounted to 992,882 long tons of freight, of which 950,405 tons were exported and only 42,478 tons imported. Portland's exports were carried in 41 foreign ships, ten independent American ships and 49 shipping board vessels. Portland's imports for the year were brought here in 12 foreign ships, 17 independent American ships and 71 shipping board carriers.

FIGHT FOR RADIO IS KEPT UP

Grays Harbor Shipping Men Declare Station Is Vital.

HOQUIAM, Wash., Oct. 12.—(Special.) — Grays harbor shipping men are determined not to give up the attempt to get the radio and compass station at Westport rebuilt and equipped.

"Many deep-sea skippers coming to the harbor in recent months have been assisted by the 'triangulation' system, in which lines from two points in the radio outfit are run out toward the ship and the pilot follows the course of their intersection," one marine man explained. "Skippers of large vessels know there is a bar here, but not the nature of it. With the aid the radio has afforded at Westport, the largest ships, some of over 10,000 tons, have entered without a trace of mishap. North Head or Tatoosh could not supply this information."

GRAYS HARBOR REPRESENTED

Officials Present Dredging Figures at Meeting in Seattle.

HOQUIAM, Wash., Oct. 12.—(Special.)—Grays Harbor port commission will be represented at the meeting of the Association of Port Authorities, now holding its tenth annual convention in Seattle, by Frank H. Lamb, chairman, and C. A. Strong, port engineer, and C. R. Wright, assistant. They left yesterday following the regular monthly meeting of the commission.

Figures were submitted to the commission by Mr. Wright, showing that out of 636 possible working shifts since the electric dredge arrived on the harbor last January, 303, or practically one-half, have been lost through inability of the Grays Harbor Railway & Light company to supply power. The total amount of sediment dredged for the fills was given as 1,374,960 cubic yards up to October 1 and costing $152,000.

CHANNEL RESOLUTION WINS

Senate Committee Acts on Request for Review of Report.

THE OREGONIAN NEWS BUREAU, Washington, D. C., Oct. 12.—Senator McNary's resolution requesting the chief of engineers for the army to review the district engineer's report on the Columbia and Willamette rivers below Portland with a view of obtaining a channel 32 feet deep and 600 feet wide was adopted by the senate commerce committee today.

It was immediately forwarded to the chief of engineers, who has agreed to act upon such a request.

Big Vessel at Vancouver.

VANCOUVER, Wash., Oct. 12.—(Special.)—The Kaikyu Maru, a 9000-ton Japanese freighter, has arrived at the Dubois dock at Vancouver to load a million feet of lumber consigned to Kobe and Yokohama. The Kaikyu Maru is the largest vessel that ever entered Vancouver harbor. The vessel is on the way back to Japan after taking a cargo of Japanese goods to the Atlantic coast.

Movements of Vessels.

PORTLAND, Oct. 12.—Arrived at 8 A. M., British steamer Eastern Prince, from Norfolk; arrived at 9 A. M. at Vancouver, Wash., Japanese steamer Kaikyu Maru, from Norfolk; at 2 A. M., steamer Alaskan, from New York and way ports; at 10 P. M.; Japanese steamer Clyde Maru, from Norfolk; at 10 P. M., steamer Santa Barbara, from San Pedro.

Sailed at 4 P. M., Steamer Curacao, for Coos bay, Eureka and San Francisco; at 9:30 P. M., steamer Hattie Luckenbach, for New Orleans via Puget sound; at 7 P. M., steamer Stockton, for San Pedro; at 8 P. M., steamer Delco, from Prescott for New York; sailed from St. Helens at 7:30 P. M., steamer Willpolo, for New York and way ports.

ASTORIA, Oct. 12.—Sailed at 9 last night, steamer Rose City, for San Francisco; left up at 6:30 last night, Japanese steamer Italy Maru; at 9:30 P. M., Japanese steamer Kaikyu Maru; at 10 P. M., British steamer Eastern Prince; sailed at 2 A. M., steamer Santa Inez, for San Francisco; sailed at 7 A. M., Japanese steamer Holland Maru, for the orient; arrived at 10:50 A. M. and left up at 12:30 P. M., Japanese steamer Clyde Maru, from Norfolk; sailed at 1:30 P. M., British steamer Collegian, for England via San Francisco; Arrived at 1:30 and left up at 3 P. M., steamer Frank G. Drum, from Gaviota.

SAN FRANCISCO, Oct. 12.—Arrived at 7 A. M., steamer Hornet, from Columbia river; sailed at 7 last night, Danish steamer Natal, from Portland for Antwerp.

BALBOA, Oct. 11.—Arrived—Steamer Celestial, from Portland for Europe.

CRISTOBAL, Oct. 10.—Arrived—Japanese steamer Pacific Maru, from Norfolk; Greek steamer Polyktor, from Rotterdam for Portland.

CRISTOBAL, Oct. 11.—Arrived—Japanese steamer Yonan Maru, from Shields for Portland; Japanese steamer China Maru, from Barry for Portland; sailed yesterday, steamer West Catanace, from Seattle for New York; steamer Liberator, from Portland for New York.

SAN FRANCISCO, Oct. 12.—Arrived—Steamers Hornet, from Astoria; Davenport, from Tacoma.

Sailed—Steamers Hoosier State, for Hongkong and Honolulu; Lizzie Vance, for Papeete; Elizabeth, for Bandon; Crickel, for Tacoma; Manoa, for Honolulu.

TACOMA, Wash., Oct. 12.—Arrived—Steamers Nooderdijk, from Rotterdam and way ports; Pacific, from San Francisco; San Diego, from San Francisco.

Sailed—Steamers Africa Maru, for Yokohama; Pacific, for San Francisco via Seattle and Everett.

SEATTLE, Oct. 12.—Arrived—Steamers Pacific, from San Francisco; Talthybius, from Manila; Africa Maru, from Vancouver, B. C.

Sailed—Steamers Atlantic City, for New York; Admiral Dewey, for San Diego; Floridian, for Hamburg; Noederdijk, for Rotterdam; Meriden, for Valparaiso; Kinkasan Maru, for Kobe; Heraisan Maru, for Dairen; West Himrod, for Manila.

SAN PEDRO, Cal., Oct. 12.—(Special.)—Arrived—Harvard, from San Francisco, 10 A. M.; Richmond, from Port Wells, 7 A. M.; R. J. Hanna, from Richmond, 3 P. M.; President, from Puget sound, 11 A. M.; Martha Rudner, from Coos Bay, 6 A. M.; Lehigh, from San Francisco, 6 A. M.; Eastern Star, from Antwerp, 7 A. M.

Sailed—Harvard, for San Francisco, 3 P. M.; President, for San Francisco, 10 P. M.; Admiral Farragut, for San Diego, 10 A. M.; Lehigh, for Portland, Me., 5 P. M.; Brunswick, for Port Bragg, 6 P. M.; Horace Baxter, for Puget sound, 6 P. M.; Edgar Luckenbach, for San Francisco, 3 P. M.; Katherine, for Eureka, 3 P. M.; Vaquero, for San Diego, 5 P. M.

RAYMOND, Wash., Oct. 12.—(Special.)—Arrived—Carmel, 10 A. M., from San Pedro.

KOBE, Oct. 7.—Arrived—Steamer Protesilaus, from Tacoma.

YOKOHAMA, Oct. 9.—Arrived—Steamer Wheatland Montana, from Seattle; steamer West Ivis, from Seattle.

HONGKONG, Oct. 10.—Arrived—Steamer Silver State, from Seattle.

HONGKONG, Oct. 11.—Arrived—Steamer Tjisondari, from Portland, Or.

SHANGHAI, Oct. 11.—Arrived—Steamers Mandasan Maru, from Seattle; Suwa Maru, from Tacoma.

KOBE, Oct. 7.—Sailed—Steamer Tokushima Maru, for Tacoma.

KOBE, Oct. 9.—Sailed—Steamer Kashima Maru, for Seattle.

CARDIFF, Oct. 11.—Sailed—Steamer Ohio Maru, for Portland, Or.

BARRY, Oct. 11.—Sailed—Steamer Tokufuku Maru, for Vancouver.

NORFOLK, Oct. 12.—Sailed—Steamer Torrey, for Seattle, Wash.

Arrived—Steamer Havre Maru, from Portland, Or.

PHILADELPHIA, Oct. 12.—Arrived—Steamer Harry Luckenbach, from Seattle, Wash.

HOLD-UPS ARE CONFESSED

Police Say Alfred Fox, 18, Admitted Eight Robberies.

SALEM, Or., Oct. 12.—(Special.)—Alfred Fox, 18, who was arrested in Albany yesterday and returned to Salem for investigation, has confessed, according to the police, that he is the sombrero-attired man who, during the past two weeks, held up and robbed as many as eight residents of this city. This information was made public by Chief of Police Moffitt this afternoon, after the prisoner had been questioned for more than an hour.

Fox explained to the officers that he was broke and needed money. In lieu of going to work, he said he committed robberies. Fox gave his home address as Chicago. He was held on a charge of highway robbery.

STOCKMAN LOSES SUIT

Federal Government Is Awarded Damages for Trespass.

MEDFORD, Or., Oct. 12.—(Special.)—A jury in the federal court here in the case of the government against Ivan E. Kilgore, prominent Klamath county stockman, returned a verdict today in favor of the government for $75. The government sued for $104 actual damages and $125 punitive damages. Trespass of stock on the Fremont national park reserve grazing precincts was charged in the action.

Following this the hearing of the evidence in the case against Silas W. Kilgore, a cousin of Ivan Kilgore, was begun, on a similar charge. The men operate under the firm name of Kilgore Brothers.

Pontoon Bridge Plan Argued.

SEATTLE, Wash., Oct. 12.—Construction of a pontoon bridge across Lake Washington here was advocated by residents of Mercer island appearing before the county commissioners here. The plan, as outlined, calls for the pontoon structure from Seward park to Mercer island, and a trestle from the other side of the island to the eastern mainland. The commissioners reserved decision, but indicated that state and federal aid would be needed if the project were accomplished.

Confederate Daughters Convene.

SPOKANE, Wash., Oct. 12.—The 13th annual convention of the Washington division of the United Daughters of the Confederacy opened here today with delegates present from Robert E. Lee chapter of Seattle, Dixie chapter of Tacoma, and Mildred E. Lee chapter of Spokane. Mrs. Joseph L. Greenwell of Seattle, president, delivered the opening address. She said that the organization has more than 100,000 members in the United States.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
Meiwu Maru	Europe	Oct. 13
Herakles	Norfolk	Oct. 13
Fotis	Barry	Oct. 13
Aden Maru	Kobe	Oct. 13
*Admiral Evans	S'n Diego-way	Oct. 13
Stanwood	San Fran	Oct. 13
West Nivaria	Orient	Oct. 13
Northumberland	Europe-S. F.	Oct. 14
*Cardiganshire	Europe-S. F.	Oct. 15
Bolivia	Europe	Oct. 15
Begona No. 1	St. Vincent	Oct. 15
Simaloer	San Fran	Oct. 15
Arakan	San Fran	Oct. 15
Dostarian	San Fran	Oct. 15
E F. Luckenbach	N. Y.-Phila	Oct. 16
Heinan Maru	Kobe	Oct. 16
*Rakuyo Maru	San Fran	Oct. 17
Queen Margaret	Europe	Oct. 17
Meriden	Seattle	Oct. 17
Kennecott (M. S.)	New York	Oct. 18
Johan Poulsen	San Fran	Oct. 18
Kiso Maru	Japan	Oct. 18
Floridian	N. Y.-S. F.	Oct. 19
*Senator	San Diego	Oct. 20
Vechtdyk	Europe	Oct. 20
West Isleta	Boston	Oct. 20
Norwich City	Rotterdam	Oct. 20
Las Vegas	Orient	Oct. 20
Ed Luckenbach	N. Y.-Phila	Oct. 21
*Curacao	S. F.-way	Oct. 21
*Rakuyo Maru	Valparaiso	Oct. 22
West Islip	Grays Harbor	Oct. 23
Port Said Maru	Norfolk	Oct. 23
Hokkai Maru	Seattle	Oct. 23
Moliere	Orient	Oct. 25
Vancouver Maru	Rotterdam	Oct. 25
Polyktor	Rotterdam	Oct. 27
Mexican	New York	Oct. 27
Yonan Maru	Shields	Oct. 29
China Maru	Cardiff	Oct. 30
Julia Luckenbach	N. Y.-Phila	Oct. 31
Oregon Maru	Norfolk	Oct. 31
Arita Maru	Hull	Nov. 1
Honduras	Europe	Nov. 1
Roman Monarch	Europe	Nov. 2
Benglico	Liverpool	Nov. 2
City of E. L. Drake	Kahului	Nov. 3
Sinaloa	San Fran	Nov. 5

To Depart From Portland.

Steamer—	For—	Date.
Delco	New York	Oct. 13
Alaskan	New York	Oct. 13
Yehime Maru	Australia	Oct. 14
*Willamette	San Fran	Oct. 14
*Admiral Evans	San Fran	Oct. 15
West Keats	Orient	Oct. 15
Romulus	So. America	Oct. 18
Floridian	Boston-N. Y.	Oct. 21
Senator	S. Diego-way	Oct. 22
*Rose City	San Fran	Oct. 22
*Curacao	S. F. and way	Oct. 24

Vessels in Port.

Steamer—	Berth.
Abercos	Terminal No. 4.
Alaskan	Terminal No. 1.
Belgium Maru	Wauna.
Clyde Maru	S. P. siding.
Heian Maru	Past. Flour mills.
Delco	Prescott.
Eastern Prince	Irving dock
Italy Maru	Westport.
Kaikyu Maru	DuBois mill.
Kifuku Maru	Peninsula mill.
Pennsworth	Columbia dock.
Romulus	Montgomery dock.
Santa Barbara	East. & West. mill.
Santa Rita	Couch-street dock.
Terrier	North Bank dock.
Washington Maru	Elevator dock.
West Keats	Inman-Poulsen mill.
Wm. Taylor (sch.)	Drydock.
*Willamette	Clark-Wilson mill.
Yehime Maru	Terminal No. 4.

*Carries passengers.

HOME INQUIRY RECALLED

MRS. McDONALD GIVES HER SIDE OF CONTROVERSY.

Charges of Neglect of Feeble Minded Reiterated in Detail After Board of Control Probe.

PORTLAND, Oct. 12.—(To the Editor.)—Calling attention to the report of the so-called investigation of the Home for Feeble Minded at Salem last Monday by the state board of control, carried in your issue of October 11, I desire to correct what seems an unfair conclusion drawn therefrom, reflecting as it does the atmosphere of the state house. It is not my wish to invite controversy, or to pose as a corrector of public abuses, but simply to call attention to the situation at the home as I saw it during a temporary employment as a vacation relief for two weeks beginning September 5 last.

I was assigned to Benson cottage and was told by Mrs. Vails, who was at that time in charge of this cottage, that I was to have charge of the entire second floor. My first impression of the floor was that it was in a very dirty condition for an institution of its kind. I said to the patients:

"Each one of you do your work just as Mrs. Henry (whom I had relieved), has been having you do it, because I am only to be with you while she is on her vacation. I have not come into your home to make any changes. We will try and keep it clean."

After a few days I asked the attendants to give me their ideas on keeping such an institution as this one clean and orderly. I found their ideas to correspond with mine.

Later they said to me, "That place upstairs is filthy and you know it."

"Yes," I said, "that came to my mind the first day I was there."

Let me say here that I found these attendants splendid women, who did not feel it their duty to be making complaints all the time in view of the fact that the institution has a superintendent and matron. They were not to blame for the filthy condition noted.

I said to them, "Now that you have spoken, I will ask, has not this institution a matron or someone that looks after such conditions?"

They said, "Yes; but she seldom comes over unless she is bringing company and then she never goes on the floor you are in charge of."

"How long has that worn-out, filthy place in the floor on the porch existed?" I asked.

They told me in substance