ABERCOS IS TO LOAD AT ELEVATOR TODAY

Eyes of Portland's Waterfront on Event.

HISTORY TO BE CREATED

New Grain Lift at Terminal No. 4 to Be Used for First Time. Holds Are Prepared.

Eyes of the Portland waterfront will turn this morning to the million-bushel municipal grain elevator at terminal No. 4, St. Johns, where the Admiral line steamer will begin taking a cargo of bulk wheat. The start was expected to be made at noon yesterday, but unforeseen delays caused the postponement of the loading until this morning.

The Abercos is creating history in a number of ways. She is the first of the government's entire fleet of steamers to be taken under the bareboat charter form which is planned to supersede the present cost-plus system of operating shipping board vessels, and she is also the first vessel to load bulk wheat at Portland's municipal elevator.

First Steamers Chartered.

A. F. Haines, vice-president and general manager of the Admiral line, chartered the first steamers to be let out by the emergency fleet corporation under the new plan by which the government is assured of a definite rental for the use of its ships, and the operator assumes all responsibility for making the vessel pay its way. Under the system in vogue heretofore, and still effective with other government vessels than the two taken by the Admiral line, the operator receives his commission from the gross earnings of the vessel, whether it makes money or loses.

The preparation of the holds of the Abercos to receive a cargo of bulk wheat was completed yesterday by the Oregon & Ocean corporation, and the loading will be performed under the supervision of the Pacific Steamship company's own subsidiary stevedoring concern, the Pacific Towage & Lighterage company.

Two Spouts May Be Used.

It is expected that two spouts will be used in delivering bulk wheat from the elevator to the vessel's holds, and that a speed of about 12,000 tons an hour will be developed in this initial test.

The receipt of grain shipments at municipal terminal No. 4 has been blocked for several days by the fact that both the elevator and the pier adjoining are full of wheat, so no more cars are being unloaded.

Loading is expected to be almost continuous, however, after it once starts, and further congestion probably will be avoided. Wheat, moreover, under the influence of declining prices, has not been coming in so rapidly of late as during the rush of the first three months of the cereal year.

JAPANESE WRITE THANKS

English "As She Is Spoke" Is Used by Owner of Rescued Craft.

English, "as she is spoke" by the Japanese, is contained in a letter received yesterday by Captain K. P. T. Wood, late of the Admiral line steamer Abercos, conveying to the skipper the thanks of the owner of the fishing sampan which the Abercos picked up, with ten of her crew, in mid-Pacific on her last homeward voyage. The half-dead Japanese fishermen were cared for aboard the Abercos and then transferred at sea to the steamer Eldridge, also of the Admiral line, and sent back to Yokohama.

E. F. Townsend, agent of the Pacific Steamship company at Yokohama, forwarded to Captain Wood a copy of the letter of thanks received by him, which reads as follows:

"I beg to express my sincere gratitude that my employes, Kakichi Tamura and his entire nine crew, a fishing motor boat, was saved from the distress on the 10th September at sea by your Co.'s S. S. 'Eldridge' and S. S. 'Abercos.'

"I am greatly obliged to you and your Captain K. P. T. Wood and Captain F. W. Brooks.

"Please accept, without loss of time, my gratitude and satisfaction you. I remain, yours truly,

"YASUTARO WATANABE,
"Owner of the Motor Boat 'Kaian Maru.'"

PORT WORKS INSPECTED

NORTH PORTLAND ACTIVITIES VIEWED BY OFFICIALS.

Members of Commission Survey Great Project Under Way for Greater Harbor.

The manifold activities of the Port of Portland was surveyed at first hand and in detail yesterday by a party including George H. Kelly, Phil Metschan and J. D. Kenworthy, members of the port commission; James H. Polhemus, chief engineer for the port; J. P. Doyle, assistant sceretary; H. L. Hudson, manager of the traffic bureau of the port and dock commissions, and several invited guests.

Tremendous activity on the part of the port's engineering department prevails at present in North Portland harbor and near the mouth of the Willamette river. The dredges Willamette and Tualatin are both cutting the channel through this waterway to a width of 300 feet and a depth of 25 feet. The material removed from the river bottom is being forced to an elevation of 35 feet above water level and there delivered through slotted pipelines to complete the wing dams which are to confine the current in the waterway and keep the channel open. The slotted pipeline method of distributing dredge spoils, according to the port's engineer, is the most satisfactory of all methods, as the pipe does not have to be moved from its first position and labor costs as well as delays are minimized.

The 1200-foot dike being built by the Port of Portland at the mouth of the Willamette to control the annual shoaling of the channel at that point is assuming definite form with an imposing array of piling. This improvement is officially a government project, but all work is being performed and all expense borne by the Port of Portland to improve channel conditions between this city and the sea.

The new dredge Columbia moved into position yesterday on Postoffice bar, near the mouth of the Willamette, and began digging during the inspection of the commissioners.

A regular meeting of the port commission, planned as part of the inspection trip, failed of a quorum and had to be postponed. The party enjoyed a lunch aboard the dredge Tualatin after inspecting that craft.

The return to Portland was made by way of the drydock plant, where the new dock commission drydock has been installed in its berth beside the port drydock. Machine shops and other accessories of a complete drydock and ship repair plant are well under way.

HERAKLES REACHES HARBOR

Norwegian Steamer to Load for Kerr, Gifford & Co.

The Norwegian steamer Herakles, with one day to spare under her charter, came up the river yesterday and docked at the North Pacific mill, where she will be lined by W. J. Jones & Son. She is operated by the Dupont interests and will load for Kerr, Gifford & Co

The Greek steamer Fotis, coming to load wheat for the Northern Grain & Warehouse company, was reported outside at 8 o'clock yesterday morning, and is expected to start up the river from Astoria at 6:30 A. M. today. The Fotis will be the first Greek steamer to load here.

Coffee Cargo Coming.

A cargo of coffee for Portland and other Pacific ports is being brought by the steamer Pallas of the Pacific-Argentine-Brazil line, which left Santos, Brazil, October 6, according to information received by A. M. Gillespie, Inc., local agents for her operators, Swayne & Hoyt. The Pallas is expected to reach Portland about November 23, coming via Los Angeles and San Francisco. After discharging here she will proceed to Seattle with the remainder of her freight.

Tides at Astoria Friday.

High.	Low.
11:16 A. M....8.3 ft.	5:21 A. M....1.4 ft.
11:39 P. M....7.6 ft.	5:54 P. M....1.0 ft.

Report From Mouth of Columbia River.

NORTH HEAD, Oct. 13.—Condition of the sea at 5 P. M., moderate; wind south, 36 miles.

IDAHO TEAM IS COMING

ELEVEN ENTRAINS FOR TRIP TO PORTLAND.

Lineup Against Oregon Probably Will Be Same as Used in Previous Games.

UNIVERSITY OF IDAHO, Moscow, Oct. 13.—(Special.)—Full of fight and confident of victory, Coach Kelley and the Idaho football team entrained this morning for Portland, where they play the University of Oregon Saturday, October 15.

Huck Breshears, fullback, has recovered from recent injuries and probably will start at his old position. Other Idaho cripples came through the Ninth army corps game without further punishment and are back in form, with the exception of Vons, a husky tackle, upon whom Kelley has depended.

As a result of this week's practice Idaho will be a more closely organized unit. Steady signal drill and the development of defense has characterized recent work.

The lineup will see few changes from that previously used. Brown may start at right end but also is considered as a guard. Hoover may replace Goff at center, but the experience and added beef of the latter makes him the favorite.

Expecting a wet field at Portland, Idaho probably will hold straight to close formations, putting special emphasis on a sturdy defense.

The report has been received here the ex-Idaho students in and near Portland are organizing for a rooting section at the game.

REED JUNIORS BEAT SENIORS

Fifteen Points Run Up by Victors in First Quarter.

By scoring 15 points in the first quarter the juniors of Reed college yesterday registered an 18 to 0 victory over the seniors in the second football game of the intramural league. In the first quarter after a minute and a half of play Grunland neatly placed a drop kick from the 30-yard line between the goals. Five minutes later he scored a touchdown. A second touchdown came after Grunland had made a 50-yard run and Riddle carried the ball across. Neither touchown was converted.

No more scoring was done until the third quarter, when Grunland made a drop kick from the 30-yard line.

The line-up:

Juniors (18).		Seniors (0).
W. Houston	RE	Riley
Jones	RT	H. Houston
Johnson	RG	Pearson
Smyth	C	Kehrli
Helms	LG	Howard
Powell	LT	Benson
Brady	LE	Malarkey
Vidgoff	Q	Hamilton
Grunland	LH	Kelly
Riddle	RH	Stone
Enkelis	F	White

Officials were Bill Steers, referee; Augie Belch, umpire, and Bill Smyth, head linesman.

GRUNAN, JONES FIGHT DRAW

Fast Lightweight Battle Staged in Tacoma Arena.

TACOMA, Wash., Oct. 13.—In what ringside experts judged one of the fastest lightweight fights here in many a day, Al Grunan of Los Angeles and Morgan Jones of Tacoma boxed a six-round draw here tonight. Jones did most of the leading, while Grunan scored the only knockdown in the second round.

Walter Mason, Tacoma welter, and Young Sam Crafford of Seattle boxed a six-round draw.

Johnny Hogan, Tacoma lightweight, stopped Herman Koch of Astoria in one round.

Lasker Wins Chess Tourney.

CLEVELAND, O., Oct. 13.—Edward Lasker of Chicago won the championship tournament of the Western Chess association, concluded today. Lasker's final score was 9½ games won and 1½ lost. He announced that he intended to challenge F. J. Marshall of New York for the United States championship.

Orioles 10, Colonels 5.

BALTIMORE, Oct. 13.—The Baltimore Internationals went to the front today in its series with Louisville of the American association by winning the fifth game, 10 to 5, the series now standing three to 0 in favor of the Orioles. Score:

	R.	H.	E.
Baltimore	10	14	0
Louisville	5	10	2

McCourt Defeats Otis.

PITTSBURG Pa., Oct. 13.—Charles McCourt, Pittsburg, defeated Charles Otis, New York, 50 to 43 in 68 innings in the first match of today's play in the national three-cushion billiard championship. Pierre Maupome, Mexico, won from Hugh Heal, Toledo, 50 to 44, in 62 innings.

SILK SHIPMENT RUSHED

FREIGHT CROSSES CONTINENT ON PASSENGER SCHEDULE.

Success in Moving Japanese Cargo Expected to Give Tacoma Shipping Boost.

TACOMA, Wash., Oct. 13.—(Special.)—Opportunity for Tacoma to come forward as a principal silk importing port of the coast may result from the decision of the Chicago, Milwaukee & St. Paul railroad to operate special freight train service out of this port for silk in transit to New York. Word received today from a first special train shipment by E. A. Lalk, district freight and passenger agent in Tacoma, disclosed that heretofore unattainable speed was attained in getting the shipment across the continent.

The insurance rate on silk shipments is so high that speed in delivery is one of the vital points in its shipment, determining the route by which it moves. The special freight of the Milwaukee actually beat the fastest passenger train time to Chicago by four hours, and the shipment reached New York only two hours behind the best time that a person leaving Tacoma could have made it in.

The silk was valued at about $1,500,000. It arrived in Tacoma aboard the Admiral liner Keystone State October 3 at 11 A. M. By 3 P. M. the entire shipment was on its way across the continent. The train was given the right of way over ordinary traffic.

The success in handling the shipment was regarded as particularly fortunate because the silk was carried in an American bottom from Japan, and will be a great inducement, it is believed, to Japanese exporters to use the fastest liners of the Admiral line for future shipments. Most of the silk entering Puget sound has heretofore arrived on Japanese liners and been unloaded at Seattle, the first port of call. The silk trade runs into huge amounts, measured by value, though the tonnage is comparatively light.

CAPTAIN CLEARED OF CHARGE

Failure to Aid Disabled Motorboat Held Not Due to Wilful Neglect.

NEW YORK, Oct. 13.—Captain A. B. Randall, master of the steamship Hudson, today was cleared of a charge of violating one of the most sacred laws of the seas in that he failed to give aid to seamen in distress.

R. A. Sargent and J. E. Wilson, federal steamboat inspectors decided that his failure to pick up three men adrift in a disabled motorboat off New York harbor last week did not constitute wilful neglect of duty.

In announcing the finding, Inspector Sargent declared Captain Randall had no reason to believe that the motorboat was sinking or that the men were asking assistance. Radio messages from the Hudson reporting the motorboat in distress, the finding held, were sent by the operator without the knowledge or consent of Captain Randall.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 13.—(Special.)—The steamer Willpolo sailed at 6 o'clock this evening for New York with general freight from Seattle and Portland, 700,000 feet of lumber from St. Helens and 12,000 cases of canned salmon from Astoria.

The steamer Freeport Sulphur No. 5 arrived at 11 o'clock last night from San Francisco and went to Westport to load 1,000,000 feet of lumber for Poughkeepsie, N. Y. She will proceed to Everett to complete her cargo.

The Greek steamer Fotis arrived at noon today from Wales and is to load wheat at Portland.

The Norwegian steamer Herakila arrived at 8:30 last evening from Norfolk and went to Portland to load grain.

The steamer Atlanta City is due tonight from Puget sound en route to Portland.

The steam schooner Daisy will finish loading 650,000 feet of lumber at Knappton tomorrow and sail for San Diego and San Pedro.

The steam schooner Santiam finished loading 1,100,000 feet of lumber at the Hammond mill this afternoon and sailed for San Pedro at 6 o'clock.

The steamer West Nivaria will be due tonight from the orient with freight for Portland.

After discharging fuel oil in Portland the tank steamer Stockton sailed at 2 o'clock today for California.

The steamer Hattie Luckenbach, with flour from Portland and 4000 cases of canned salmon from Astoria, sailed at 4:30 this morning for New Orleans and Mobile via Seattle.

The steam schooner Daisy Matthews sailed at 8 o'clock last night for San Diego and San Pedro with 480,000 feet of lumber from Stella, 531,000 feet from Westport, and 225,000 feet from Wauna.

Carrying freight and passengers from Portland and Astoria, the steamer Curacao sailed at 8 o'clock this morning for San Francisco and San Pedro.

The steamer F. J. Luckenbach sailed at 9 o'clock last night for New York with freight from Portland and Astoria.

Bringing a cargo of fuel oil the tank steamer Captain A. F. Lucas arrived at 6:30 this morning from California and went to Portland.

SEATTLE, Wash., Oct. 13.—(Special.)—The Nippon Yusen Kaisha liner Katori Maru, bringing the details of one of the worst typhoons that has been experienced in years in Japan and along the Japanese coast, reached Seattle at 2 o'clock this morning and at 8 o'clock began discharging cargo and disembarking passengers. After sailing from Yokohama September 30, the Katori Maru experienced favorable weather and her smart voyage across the Pacific would have been several hours faster had it not been for dense fog encountered off the Washington coast.

With a big cargo of wheat, lumber, canned goods and flour loaded in Seattle and Tacoma, the steamship Meridan, of the General Steamship corporation, sailed today for ports on the west coast of South America. The Meriden discharged 3000 tons of copper ore at the Tacoma Smelter which she brought from the west coast of South America.

The steamship West Islip, also in the service of the General Steamship corporation, loading in Eureka for Australia, will come to Seattle to finish her cargo. The West Islip is replacing the steamship West Holbrook in the service of the General Steamship corporation.

Exports of lumber from the North Pacific to Japan now moving in enormous volume are not a temporary trade but will last for years, spelling prosperity for northwest ports, as the result of a 30-year embargo placed on the cutting of timber of all kinds in the Japanese empire, according to officers of the steamship Talthybius of the Blue Funnel line, which arrived in Seattle yesterday from the orient.

COOS BAY, Or., Oct. 13.—(Special.)—The steamer C. A. Smith, which came into port yesterday at 12:25 o'clock, had loaded a cargo of 1,500,000 feet of lumber at the Smith electric dock and departed for Bay Point this morning at 10:25 o'clock.

The steam schooner Daisy Freeman, arriving from San Francisco this afternoon at 1:30 o'clock, took on 75,000 feet of lumber at the Bay Park sawmill and then moved up the bay to the Oregon Export company mill, where she will finish a fir cargo for San Francisco orders.

The lighthouse tender Manzanita has reset the black and striped buoys at the entrance to Coos Bay, and also the red buoy at Charleston bay, besides seven spar buoys in the channel toward Empire. The tender is still in port and is transporting material to the Arago lighthouse, where a steel bridge is being constructed.

GRAYS HARBOR, Wash., Oct. 13.—(Special.)—The steamer Oregon arrived from San Francisco this afternoon and will take cargo at the Wilson mill, Aberdeen.

The steamers Willie A. Higgins and Svea arrived here late yesterday from San Francisco. The Higgins will load at the National mill, Hoquiam, and the Svea at the Wilson mill, Aberdeen.

TACOMA, Wash., Oct. 13.—(Special.)—On her first trip to Tacoma the Pacifico arrived here this morning from San Francisco via ports to load a shipment of wheat for west coast ports. The vessel will have a full cargo gathered at different coast ports when she clears from here. The Pacifico is due to get away from here tonight.

The Nooderdijk, which was scheduled to leave last night for Europe via San Francisco, did not get away until today. The vessel took flour out from here.

Indications are that the Fukui Maru, which has been loading here for several days, will not get away until tomorrow. The steamer is taking out cargo from various Puget sound ports.

The Providencia, from San Francisco, was looked for tonight and the Egypt Maru, which passed in yesterday morning, was expected to arrive here in the night. The Egypt Maru is out from Cardiff.

Considerable of the machinery and equipment held in storage on the tide flats here by the emergency fleet corporation, it is expected, will be turned over to various other departments of the government under a new order recently issued authorizing the use of the supplies and materials by any department of the government that can advantageously handle them.

In Tacoma there is stored about $6,000,000 worth of valuable supplies. J. L. Lyttle of the reclamation service in this state, with headquarters at Yakima, was here today looking over the materials and machinery; and while much of the stuff is distinctly unusual, he said the reclamation service could utilize much of the stock to advantage. The policy is expected to save the government money and give other departments much-needed facilities for carrying on their work.

The steamer Floridian, which arrived on the sound yesterday, came to the Baker dock today and will load considerable miscellaneous cargo for Europe, re-establishing the European service of the American-Hawaiian line.

The Floridian, according to Captain M. P. Schermerhorn, had a fine trip out from New York, making an average of 13 knots for the trip despite the fact that the Pacific coast was foggy most of the way.

Remodeled and tried out, the Wenatchee is said now to be fit and she will start on her second trip to the orient Saturday. She was expected to come to Tacoma for a flour cargo this trip, but it was decided not to send her here from Seattle and her cargo has been barged over.

The F. S. Loop, with ore for the Tacoma smelter, arrived last night. She is loading lumber at the Defiance mill for the trip down coast.

At 2 o'clock Thursday morning the steamer Amur, with the barge Potter in tow, came to the Tacoma smelter with 2400 tons of ore from British Columbia. The Amur will return to Vancouver tonight for a cargo of "blisters."

Success of the Latin-American ships in assembling cargo here on the trip last week for the new service to Mexico and South America has given such encouragement that the company is looking for a third vessel to put on the line, according to R. S. Sliva, representative of the company here, this week.

The Regulus, which was to follow the Romulus here, will be delayed some time. She ran aground in leaving Norway recently and had to go on drydock at Bergen for repairs. As soon as she gets out she will come to Tacoma.

PORT TOWNSEND, Wash., Oct. 13.—(Special.)—Coming direct from Cardiff, the big British steamer Northumberland arrived this afternoon, proceeding to Seattle. She made the run from Cardiff to Port Townsend in 27 days, which is the best average time made by any steamer from Europe. She was to call at Portland before coming here, but a radio message diverted her to Puget sound. She will load one of the largest shipments of apples ever made on a vessel from Puget sound. She is consigned to Norton, Lilly & Co. After loading a part cargo at Seattle she will go to Portland.

Coming from New York via San Francisco and Portland, the steamer F. J. Luckenbach arrived this afternoon, proceeding up sound without a pilot. Captain Thomas Burley, who came here to pilot her, received instructions to await the arrival of the Hattie Luckenbach, which is due from New Orleans, via Portland.

The steamer Atlanta City, after being delayed here until this morning by fog, proceeded to sea. She is en route to New York with general cargo loaded at Tacoma.

With her holds filled to capacity, the Japanese steamer Africa Maru sailed today for the orient. Her cargo was loaded at Tacoma and Vancouver, B. C. Included in her cargo was a big shipment of copper from Tacoma.

VANCOUVER, B. C., Oct. 13.—(Special.)—The Canadian government merchant marine steamer Canada Maru left today for the orient with 4,460,000 feet of lumber for Yokohama and Taku bar.

The Dominion Shipping company reported today that the steamer Edward Luckenbach will not arrive here until October 19. A heavy shipment of whalebones and copper await the arrival of the Luckenbach boat.

Ordered to the Pacific coast, the Harrison Direct freighter Speaker will leave Liverpool for Vancouver October 24 and will arrive about November 30. The steamer Architect, of the same line, is due the end of this month.

The agency of Struthers & Dixon for the intercoastal sea carriers has been dropped, according to an announcement made here yesterday. Five steamers are in this Pacific coast to Atlantic service but have not called here. It is thought arrangements are pending for extending the service up the Pacific coast.

The windjammer William Dollar, formerly the German ship Walkure, will take 10,000 barrels of oil from California and 4,000,000 feet of lumber from Port Angeles to Shanghai this month. Shortage of tonnage in the westbound traffic has brought out the sailing vessels.

While the coastwise steamer Admiral Schley is undergoing repairs in the south the carrier Admiral Farragut will take her place on the San Francisco to Vancouver run.

The tug Eadid, Captain Armstrong, had the misfortune to break her tall shaft while up the coast this week and was brought south by the tug Honeymoon.

Port improvements requiring strong timbers and planking have sent the Suva buyers to British Columbia for their lumber, and the schooner Annette Rolph, of Seattle, arrive here next Sunday to load 600,000 feet of lumber for the southern island.

Shipping companies here have not suffered through the dissolution of the transPacific freight conference, and are indifferent as to whether a new conference is formed or not. There will be a meeting in Seattle soon to discuss the matter.

Short notice prevented the local agents of the Isthmian line from obtaining sufficient freight here to have the big Federal Shipping steamer Northumberland call here this trip. The boat will go to Seattle and any freight from her will be lightered down. This is one of the 17,000-ton steamers the Isthmian line arranged to obtain for the Pacific coast to Great Britain trade.

With more than 1100 passengers, of whom more than 700 were steerage, the Canadian Pacific crack steamer Empress of Asia left for the orient this afternoon. Among the prominent passengers aboard were Prince Yussouf Kamil of Cairo; W. Payne, Canadian Pacific representative in the orient; Dr. E. McCormack, noted geologist; Colonel F. Martin Campbell of London and Max McMillan, the brick king of Glasgow.

SAN PEDRO, Cal., Oct. 13.—(Special.)—The Ellermans-Wilson line, one of the largest under the British flag, will establish a service to the Pacific coast. This information was announced by its local agents, Norton, Lilly & Co., today. The first steamer in the new service will be the City of Naples. Another steamer will be dispatched December 21.

News was received here today that Oliver J. Olson has purchased the steam schooner Lolande from the French government. She has a lumber-carrying capacity of 1,750,000 feet.

Harbor commissioners, officers of the Pacific fleet and Colonel Hatch, commanding officer at Fort McArthur, conferred today on anchorage grounds for the vessels of the fleet. It is planned to dredge the outer harbor east of Dead Man's island to sufficient depth to give anchorage grounds for six dreadnoughts.

Five officers of the Bethlehem Steel works are here to inspect local shipbuilding plants. They inspected the plant of the Southwestern Shipbuilding company yesterday and that of the Los Angeles Shipbuilding & Drydock company today.

SAN FRANCISCO, Cal., Oct. 13.—(Special.)—A record of tonnage arriving here was made for the 24 hours ending tonight. In this period 40,000 net tons of shipping arrived here from ports other than coastwise. Vessels arriving brought record consignments from all ports of the world. The number of vessels arriving in this time was heaviest in many months. Among the arrivals was the Danish steamer Skolive from Hamburg and other European ports, with 3,920 bags of potash, 51,105 crates of window glass, 2,324 packages of earthenware, 871 barrels linseed oil and 135 barrels fish and other freight consigned to East Asiatic company. The Stanley Dollar of the Robert Dollar company came in from the east coast with 6500 sacks of oyster shells, heavy shipments of steel plates, ship plates, iron pipe and other steel products.

Additional arrivals were the Venezuela from Baltimore; Edward Luckenbach, from New York; West Isleta, from Portland, Me., to the Pacific Steamship company; Fleetco, from Port Lobos, for Yokohama, in for fuel; transport Thomas, from Manila; Matson freighter Manulani, from Honolulu, and the Toyo Kisen Kaisha liner Rukuyo Maru, from Valparaiso, bound for the orient with passengers and freight.

To afford relief locally, in a nationwide problem of unemployment, plans for extensive harbor development, which will represent an outlay of more than $2,500,000 are being pushed to completion with all possible speed, it was announced yesterday by Miss Hilda Gohrman, secretary of the board of state harbor commissioners.

A record shipment of California rice, 33,000 sacks, will go out of this port for the orient next Monday, with the sailing of the Toyo Kisen Kaisha liner Tenyo Maru, on her maiden voyage.

The steamer Rakuyo Maru, in the South American service of the Toyo Kisen Kaisha, arrived here today from Valparaiso. But five cabin passengers landed from the Rakuyo at this port. She is scheduled to sail today for Yokohama.

The Ginyo Maru, a newer sister ship of the Rakuyo, is due here from Hongkong next Tuesday. She also is here on her maiden voyage.

Delayed five hours outside the heads by a fog which he declared was "thick as mush," Captain Kenneth Hubbennette, of the big Matson freighter Manulani brought his vessel in at 2 o'clock this afternoon after a run of six days and 18 hours from Honolulu.

Two stowaways, Oscar Holt, a Hawaiian boy, and Richard Evans, a white boy from Philadelphia, were the only passengers, and they paid for their passage in work, according to Captain Hubbennette.

A cargo brought by the Manulani consisted of raw sugar, canned pineapple, bananas and empty oil drums. The ship also brought some mail from the islands.

The freighter Edward Luckenbach arrived last night from New York in the record steaming time of 15 days and 11 hours, Captain C. C. Brown was in command. A large cargo was brought on the vessel for delivery to Pacific coast ports.

With a large cargo of general merchandise from the Atlantic coast, the motorship Kennecott arrived here late this afternoon.

With full cargo, the Toyo Kisen Kaisha freighter Hayo Maru left today for Yokohama. She put in here from New York to finish loading.

Fifteen days from Salina Cruz the Mexican steamer Mexico arrived here late this afternoon with few passengers and some cargo to the Anglo-Southern company agent here for the craft.

Bound for Yokohama, the shipping board tanker Fleetco, put in here today from Port Lobos for bunkers.

Marine Notes.

The steamer Freeport Sulphur No. 5, on her second visit to the Pacific coast in the lumber trade, arrived at Westport yesterday. She will be loaded with lumber there for the Atlantic coast by the C. A. Dutton Lumber company.

The Admiral line steamer Admiral Evans arrived at terminal No. 2 yesterday morning with passengers and freight from San Diego, Los Angeles and San Francisco.

The steamer Georgina Rolph of the Parr-McCormick line, shifted yesterday from the American Can company's dock to terminal No. 4 to continue loading for San Francisco.

The Associated tanker Frank G. Drum arrived at her dock early yesterday morning with oils from Gaviota.

The steam schooner Santa Rita left down from terminal No. 1 at 6 o'clock last night with lumber for San Francisco.

The shipping board steamer Delco departed from Prescott last night for New York with a cargo of lumber from Grays Harbor and the Columbia river.

The Belgium Maru, Japanese steamer of the Suzuki fleet, departed from Wauna yesterday with lumber for the orient.

The Standard Oil company's tanker Captain A. F. Lucas came up to the Gasco dock yesterday afternoon with fuel oil.

The Norwegian steamer Romulus of the Latin-American line, shifted from the Montgomery dock, where she has been loading flour for South America, to the Peninsula mill to take on lumber for the same destination.

The steamer Annette Rolph is listed to leave San Francisco today for her first trip to Portland in the Parr-McCormick line.

Movements of Vessels.

PORTLAND, Oct. 13.—Arrived, at 2:30 A. M., steamer Frank G. Drum, from Gaviota; at 2:35 A. M., steamer Admiral Evans, from San Diego, via way ports; at 4:20 P. M., Norwegian steamer Herakles, from Norfolk. Sailed at 6 P. M., steamer Santa Rita, for San Francisco; at 10 P. M., steamer Delco, for New York, from Prescott; Japanese steamer Belgium Maru, for orient, from Wauna. Arrived at 3:30 P. M., steamer Captain A. F. Lucas, from San Francisco.

ASTORIA, Oct. 13.—Left up at 10:30 last night, steamer Freeport Sulphur No. 3. Sailed at 4 A. M., steamer Hattie Luckenbach, for New Orleans. Left up at 4:30 A. M., Norwegian steamer Herakles. Left up at 7:30 A. M., steamer Captain A. F. Lucas. Sailed at 9 last night, steamer F. J. Luckenbach, for New York, via Puget sound; at 9 A. M., steamer Curacao, for San Francisco, via Eureka and Coos Bay; at 8 A. M., steamer Daisy Mathews, for San Francisco. Arrived at 1:30 P. M., Greek steamer Fotis, from Barry. Sailed at 2 P. M., steamer Stockton, for San Pedro; at 6 P. M., steamer Santiam, for San Pedro.

SAN FRANCISCO, Oct. 13.—Arrived at 8 A. M., steamer Mexican, from New York, for Portland; at 2 P. M., steamer Multnomah, from Portland.

ST. HELENS, Oct. 13.—Passed at 1:15 P. M., Norwegian steamer Herakles; at 2 P. M., steamer Captain A. F. Lucas.

SAN FRANCISCO, Oct. 13.—Arrived—Steamers Stanley Dollar, from Boston; West Isleta, from Portland, Me.; Mexican, from Boston; Oleum, from Seattle; Fleetco, from Port Lobos; Manulian, from Honolulu; Rakuyo Maru, from Valparaiso; Multnomah, from Astoria; Rose City, from Portland and Astoria.

BALTIMORE, Oct. 13.—Sailed—K. L. Kent, for Los Angeles.

NEW YORK, Oct. 13.—Sailed—Panaman, for San Francisco; Helligolav, for Copenhagen.

SAN PEDRO, Cal., Oct. 13.—(Special.)—Arrived: Admiral Farragut, from San Diego, 7 A. M.; Yale, from San Francisco, 10 A. M.; Helen P. Drew, from Eik, 6 A. M.; Humbolt, from San Francisco, 8 A. M.; South Coast, from Crescent City, 6 A. M.; Prentiss, from Albion, 8:30 A. M.; Robin Goodfellow, from Baltimore, 8 A. M.; Senator, from Portland, 5 P. M.; Natal, from San Francisco, 8:45 A. M.

Sailed: Senator, for San Diego, 11 P. M.; Humbolt, for San Francisco, 9 P. M.; R. J. Hanna, for San Francisco, 8:30 A. M.; Helen P. Drew, for San Diego, 5 P. M.; Quinault, for Tacoma, 5 P. M.; Raymond, for Willapa, 5 P. M.

YOKOHAMA, Oct. 10.—Arrived—Steamer Genoa Maru, from Tacoma.

KOBE, Oct. 10.—Arrived—Steamer Idaho Maru, from Seattle.

LISBON, Oct. 10.—Arrived—Steamer Kasho Maru, from Portland, Or.

SHANGHAI, Oct. 11.—Arrived—Steamer Reyo Maru, from San Francisco; Oct. 12, steamer China, from San Francisco.

MANILA, Oct. 12.—Arrived—Steamer Arizona Maru, from Tacoma.

MARSEILLES, Oct. 10.—Arrived—Asia, from New York.

YOKOHAMA, Oct. 11.—Sailed—Steamer Tokushima Maru, for Tacoma; steamer Alabama Maru, for Tacoma; steamer Hawkeye State, for Tacoma; steamer West Jester, for Tacoma.

MARSEILLES, Oct. 8.—Sailed—Steamer Mont Gervin, for San Francisco.

NEW YORK, Oct. 13.—Sailed—Steamer Willhilo, for San Francisco.

SEATTLE, Wash., Oct. 13.—Arrived—F. J. Luckenbach, from New York; Northumberland, from Barry; Rainier, from San Francisco; Hattie Luckenbach, from Mobile; Queen, from Los Angeles. Sailed—Africa Maru, for Manila; Alameda, for southwestern Alaska.

TACOMA, Wash., Oct. 13.—Arrived—Pacifico, from San Francisco, via ports; Amur, towing barge Potter, from British Columbia; Providencia, from San Francisco. Sailed—Noorderdijk, for Rotterdam, via San Francisco; Valdez, for Seattle; Amur, for Seattle.

HULL, Oct. 13.—Arrived—Balboa, from San Francisco.

PHILADELPHIA, Oct. 13.—Sailed—Cold Harbor, for Los Angeles.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows: miles from New Dungeness, 8 P. M. miles from New Dungeness, 8 P. M., October 12.

HEATHER, anchored in Echo bay, 8 P. M., October 12.

MONTAGUE, Portland for Kobe, 1375 miles from Columbia river, 8 P. M. October 12.

WEST NOMENTUM, Portland for Yokohama, 2039 miles from Columbia river, 8 P. M. October 12.

WILHELMINA, Honolulu for San Francisco, 2035 miles from San Francisco, 8 P. M. October 12.

WEST CAYOTE, Portland for Yokohama, 1430 miles west of Columbia river, 8 P. M. October 12.

MAKURA, Vancouver for Australia, 919 miles from Honolulu, 8 P. M. October 12.

MORILIA CITY, Port Lobos for Japan, 1334 miles west of San Pedro, 8 P. M. October 12.

NANKING, orient for San Francisco, 420 miles from San Francisco, 8 P. M. October 12.

CHINA, San Francisco for Singapore, 428 miles from Yokohama, 8 P. M. October 12.

WEST CAMARGO, Sydney for San Francisco, 808 miles from San Francisco.

WEST MAHWAH, Portland for Melbourne via Honolulu, 828 miles from Columbia river lightship.

ADMIRAL SCHLEY, San Francisco for Seattle, 49 miles north of San Francisco.

R. J. HANNA, San Pedro for Richmond, 216 miles from Richmond.

COLONEL E. L. DRAKE, Kahului for San Pedro, 180 miles from San Pedro.

MONTE BELLO, Oleum for Port San Luis, 96 miles from San Francisco.

SEVERN, Redondo for San Francisco, 65 miles from San Francisco.

FRED BAXTER, San Pedro for Blaine, 250 miles from San Pedro.

HORACE BAXTER, San Pedro for San Francisco, 85 miles from San Francisco.

ENTERPRISE, Hilo for San Francisco, 313 miles from San Francisco.

LA PLACENTIA, Port San Luis for Oleum, 25 miles north of Pigeon point.

FOREST KING, Redondo for Seattle, 270 miles north of Redondo.

NANKING, orient for San Francisco, 75 miles from San Francisco.

MANOA, San Francisco for Honolulu, 372 miles west of San Francisco.

WEST JENA, Yokohama for San Pedro, 1230 miles from San Pedro.

HYADES, San Pedro for Honolulu, 445 miles west of San Pedro.

MERIDEN, Seattle for Grays harbor, off Grays harbor.

EDGAR LUCKENBACH, San Pedro for San Francisco, 30 miles southwest of Point Sur, at noon.

BELLFLOWER, Japan for Panama, via British Columbia, 90 miles northwest of San Francisco, at noon.

MOBILE CITY, San Pedro for Japan, 1465 miles west of San Pedro, at noon.

ENSLEY CITY, San Francisco for Honolulu, 785 miles from Honolulu.

ANDREW LUCKENBACH, 5 miles south of Cape Blanco, bound for San Francisco from Port Angeles.

SANTA INEZ, Portland for San Pedro, 212 miles north of San Francisco.

CAPE ROMAIN, Seattle for San Francisco, 85 miles north of Bluntz Reef.

EDMORE, Seattle for Yokohama, 344 miles from Seatle.

BARRYMORE, Liverpool for Seattle, 60 miles south of North Head.

WEST NIVARIA, Dairen for Portland, 131 miles from Columbia river lightship.

STOCKTON, Portland for San Francisco, 50 miles south of Columbia river.

WILLPOLO, Astoria for San Francisco, 29 miles south of Columbia river.

CURACAO, Astoria for Marshfield, 62 miles south of Columbia river.

SIERRA, Astoria for San Pedro, 733 miles south of Astoria.

ADMIRAL FARRAGUT, Wilmington for San Francisco, 240 miles south of San Francisco.

C. A. SMITH, Coos Bay for San Francisco, four miles south of Coos Bay.

NORTHLAND, Seattle for San Francisco, 283 miles from San Francisco.

VECHTDYK, Rotterdam for Comox, 170 miles south of Cape Arago, at 3 A. M.

WAHKEENA, Grays harbor for Los Angeles, 248 miles from Grays harbor.

ADMIRAL DEWEY, Seattle for San Francisco, 350 miles from Seattle.

STOCKTON, Portland for San Francisco, 50 miles south of Columbia river.

SISKIYOU, San Pedro for Bellingham, 385 miles south of Cape Flattery.

port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
Meiwu Maru	Europe	Oct. 14
Aden Maru	Kobe	Oct. 14
West Nivaria	Orient	Oct. 14
Northumberland	Europe-S. F.	Oct. 14
*Cardiganshire	Europe-S. F.	Oct. 15
Bolivia	Europe	Oct. 15
Begona No. 1	St. Vincent	Oct. 15
Simalonr	Puget Sound	Oct. 15
Arakan	San Fran.	Oct. 15
Rotarian	San Fran.	Oct. 15
E F. Luckenbach