NEW YORK TERMINAL READY IN 60 DAYS

Lumber From Northwest Is to Be Handled Soon.

BIG AID IS EXPECTED

New Project Is Heralded by Press in East as Biggest in World; Telegram Received Here.

The Fulton lumber terminal of New York, which covers 722 acres of ground and is heralded by the eastern press as "the largest lumber terminal in the world," will be in a position to handle lumber from the northwest within 60 days, according to a telegram received yesterday by the Oregon State Chamber of Commerce from E. R. Shaw, general manager of the New York company.

Plans for the establishment of the terminal, which purposes to handle lumber by water from the Pacific coast for distribution in the New York and contiguous territory, were announced a year ago and caused considerable discussion among lumber producers and shippers here.

In the New York terminal will be established unloading wharves for the unloading of ocean vessels and railroad cars, and storage sufficient for 200,000,000 feet (board measure) of lumber, according to information received by the state chamber. A manufacturing plant, sash, door and box factories are under construction, according to the report. Wharves and yards will be equipped with labor-saving devices for the prompt and economical handling of lumber and other building material, from and to ocean vessels, power barges, railroad cars and auto trucks.

Important Help Expected.

From the fact that an average of 4,000,000,000 feet of lumber passes annually through the port of New York, and that the New England and north Atlantic states each year become more and more dependent on southern and Pacific coast states for their lumber supply, it is felt that the new terminal will prove to be an important factor in reviving the lumber movement from the Pacific coast eastward. At the present time there is no modern terminal for the handling of lumber in the New York area, it is said.

In correspondence with the state chamber during the last year, E. R. Shaw, general manager of the terminal company, has declared his intention of making a trip to the Pacific coast for the purpose of appearing before the lumber operators here, but business affairs in connection with the establishment of the terminal have made the trip impossible. Upon his arrival, representatives of the lumber interests will be called together to hear the plans, according to Secretary Quayle of the state chamber.

Telegram Is Received.

The telegram received from Shaw yesterday follows:

"Wish to notify you that I have been delayed a little bit longer on my trip to the coast, but we are hard at work on the Fulton lumber terminal and will be ready to receive cargo shipments in the next 60 days. The New York papers will print a large cut of the terminal with a story on November 20 and will send you copies of same. We are doing a great work here which will be very beneficial to the entire northwest. Am anxious, therefore, to get out west and present our plans to your people. We want and need their co-operation in every way, but I can assure you that our terminal will be a credit to the great lumber industry of this country."

YOUNG FUNERAL IS HELD

Manager of Western Transportation Company Laid to Rest.

Funeral services for Captain Robert J. Young, veteran steamboat commander and manager of the Western Transportation company, were held yesterday in Finley's mortuary under the direction of the Masonic lodge, of which he was a prominent member. Interment was in a vault at the Portland crematorium. Rev. T. F. Bowen conducted the services, using the Masonic ritual.

Captain Young was born in Pennsylvania 57 years ago. He was one of the prominent figures in the development of water transportation in this region. When the Willamette Navigation company and Western Transportation & Towing company were consolidated a little more than a year ago Captain Young was made manager of the entire fleet. The river steamer Robert Young, formerly the Nespelem, was renamed in his honor.

Captain Young's death occurred November 1 at his residence, 1602 Alameda drive. He left a widow, Elizabeth; two sons, Melvin F. and Ernest A. Young, and a daughter, Miss Leota M. Young.

The pallbearers were Captain F. A. Copeland, Captain F. Hogdale, Captain Alex Gordon, J. Hosford, J. B. Lewthwaite and D. M. Shanks.

NAVIGATION IS HAMPERED

Ships Coming Up Columbia River to Portland Are Delayed.

A heavy fog which has hung over the Columbia river for the greater part of the last two days and nights has seriously interfered with navigation, though no mishaps have resulted. All vessels moving between Portland and the sea have been delayed from a few hours to a day.

The tank steamer La Purisima and the Greek steamer Polyktor both left up from Astoria Wednesday evening for Portland and were forced to anchor in the stream until yesterday morning. Both of these vessels dropped their hooks in the vicinity of Tongue point. The Japanese steamer Uralsan Maru came up the river Wednesday night to a point 12 miles above St. Helens, and was forced to anchor there until the fog cleared yesterday.

At 2 o'clock yesterday afternoon the Merchants' Exchange lookout at St. Helens telephoned that the fog was rolling in so rapidly that the river would be invisible in another hour.

CONGRESS LINE IS NEW ONE

Service Not Related With That of Concern Breaking Rules.

The Congress line, which is soon to start an intercoastal steamship service, is an entirely different concern from the Congress line whose shipping board steamers were seized a year ago by the government for violation of shipping board regulations, according to information received yesterday by the Northwest Shipping company, which has been appointed Portland agent for the line. The United States Transport company, whose steamers were revoked by the board, was a subsidiary of the Congress Coal and Transportation company of New York.

All the vessels to be operated in the new line are privately owned, according to the information received. The steamer Princess, which will start the service by leaving New York in a few days, will be followed by another steamer 25 days later. Regular service thereafter is promised.

Japanese Grain Craft Sails.

The Japanese steamer Port Said of the fleet of Suzuki & Co. left her dock here at 12:30 P. M. yesterday with a cargo of 264,938 bushels of wheat exported by Suzuki & Co. to India. This is the second cargo of wheat to go from Portland to India within a few weeks. The Port Said Maru will stop at a Japanese port for orders as to her final Indian destination.

Rock Dredge Overhauled.

NORTH BEND, Or., Nov. 3.—(Special.)—The Kruse & Banks shipyard of North Bend is overhauling the government rock dredge to be used in lower Coos bay, in the vicinity of Rocky point, to remove a rock reef in the center of the bay.

New Tanker Here.

The new tank steamer La Purisima of the Union Oil company arrived here yesterday with a cargo of oil from San Francisco. She is making her second sea voyage.

LUMBER RATE IS $23.50

BARKENTINE IS CHARTERED FOR SOUTH AFRICA.

Lowest Cargo Figured in Months Obtained by G. W. Gates & Co.; Other Fixtures Confirmed.

The barkentine Annie M. Rolph has been chartered by G. W. Gates & Co. to carry lumber from the North Pacific to Durban, South Africa, according to information published in the San Francisco Guide and confirmed in the Portland office of the company. The rate quoted is $23.50 per 1000 feet and is the lowest figure to be made public in this trade for many months. The cargo will be taken from Puget sound.

The barkentine Hawaii, recently announced as chartered by the Charles R. McCormick company to carry ties from the North Pacific to Guayamas at the rate of $10.50 per 1000 feet, will also load on Puget sound, it was stated yesterday by E. H. Meyer, Portland manager for the McCormick company.

Three other recent fixtures for lumber, which have been reported but lack local confirmation, are the British steamer Ethelstan, the Japanese steamer Tokufuku Maru and the Swedish motorship Canada. The Ethelstan is said to have been taken at the rate of 75 shillings to Australia, with an option of 70 to China or Japan. Before loading this lumber cargo at a Pacific port she is listed to bring coal from Cardiff to this coast at 16 shillings.

The Tokufuku Maru is listed at 120 shillings to take lumber from a North Pacific port to Devonport, England, and the motorship Canada on private terms to take lumber from the North Pacific to Australia.

Harbor Area Maps Submitted.

SEATTLE, Wash., Nov. 3.—(Special.)—Maps showing the proposed plat of Lake Washington harbor area, as prepared by State Land Commissioner Savidge and approved by the war department, were submitted by Mr. Savidge to the port commission at its meeting today. Action was deferred until next week's meeting. Under the law, title to harbor area is vested in the state. Where port districts exist, the port boards have jurisdiction. This means that when the Lake Washington plat is put in effect the port commission will have charge of leasing the harbor area in question.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
*Columbia	Seattle	Nov. 5
Pleiades	New Orleans	Nov. 5
Torrey	Norfolk	Nov. 5
Kenmore (M. S.)	Seattle	Nov. 6
Julia Luckenbach	Norfolk	Nov. 6
Erviken	Danzig	Nov. 6
Hankow Maru	Kobe	Nov. 7
Tsurushima Maru	Japan	Nov. 7
*Curacao	San Fran.	Nov. 7
*Anyo Maru	Orient-S. F.	Nov. 7
Oregon Maru	Grays Harbor	Nov. 8
*Admiral Evans	S. Diego-way	Nov. 10
Hokkai Maru	Colon	Nov. 10
Steel Voyager	Mobile	Nov. 10
Ensley City	Seattle	Nov. 10
Tenaki Maru	Japan	Nov. 11
Arizonan	N. Y.-S. F.	Nov. 11
Pennsylvanian	N. Y.-S. F.	Nov. 11
K. I. Luckenbach	N. Y.-Phila.	Nov. 11
Beechfield	Seattle	Nov. 12
Wilhilm	New York	Nov. 12
Kinderdyk	Europe	Nov. 12
Pilar de Larrinaga	Immingham	Nov. 12
Tiri Maru	New Orleans	Nov. 13
Panaman	N. Y.-S. F.	Nov. 15
Honduras	Europe	Nov. 15
Reid Harbor	Portland	Nov. 15
Malta Maru	Kobe	Nov. 17
Ohio Maru	Cardiff	Nov. 17
Agwidale	New Orleans	Nov. 18
Glasgow Maru	Galveston	Nov. 19
Texas Maru	Kobe	Nov. 19
Woodarra	Europe	Nov. 20
Eldorado	Mobile	Nov. 20
Vinita	North China	Nov. 20
Taikai Maru	Japan	Nov. 20
Sinaloa	Europe	Nov. 20
Jenmaru Maru	Kobe	Nov. 20
Saikai Maru	Kobe	Nov. 20
Depere	Seattle	Nov. 20
Springfield	Boston	Nov. 21
Erie Maru	Norfolk	Nov. 22
Harry Luckenbach	N. Y.-Phila.	Nov. 23
Mandasan Maru	Japan	Nov. 23
Yeikoku Maru	Japan	Nov. 23
Coaxet	Orient	Nov. 23
Kemdyk	Europe	Nov. 23
Texan	N. Y.-S. F.	Nov. 23
Chile (M. S.)	Antwerp	Nov. 24
Mont Cervin	Marseilles	Nov. 28
Katrina Luckenbach	N. Y.-Phila.	Nov. 30

To Depart From Portland.

Steamer—	For—	Date.
Las Vegas	North China	Nov. 4
*Senator	S.Diego-way	Nov. 5
*Wapama	Los Angeles	Nov. 5
Iolcos	Europe	Nov. 5
*Norfolk City	Europe	Nov. 5
*Cordova	Honolulu	Nov. 6
Kennecott (M. S.)	New York	Nov. 7
*Curacao	S.F.-L.A. way	Nov. 9
Eastern Sailor	North China	Nov. 10
Pennsylvania	Europe	Nov. 11
*Admiral Evans	S. Diego-way	Nov. 12
Arizonan	N.Y.-Phila.	Nov. 12
*Anyo Maru	Valparaiso	Nov. 13
Cold Harbor	Boston	Nov. 13
Panaman	N.Y.-Boston	Nov. 15
Depere	Valparaiso	Nov. 20
Springfield	Boston	Nov. 21
Texan	Europe	Nov. 23
Yeikoku Maru	Australia	Nov. 30
Vinita	Orient	Nov. 30

Vessels in Port.

Steamer—	Berth—
Aden Maru	Westport.
Annette Rolph	Albers dock.
Daisy Matthews	St. Helens.
Barney Sailor	Astoria.
Egeria	Terminal No. 3.
Helsan Maru	St. Helens.
Herakles	Columbia dock.
Iolcos	North Bank dock.
Johan Poulsen	Westport.
Kalan Maru	S. P. siding.
La Purisima	Union Oil dock.
Las Vegas	Terminal No. 4.
Katharine Park	North Pacific Mill.
Norman Monarch	Irving dock.
Norwich City	Pac. Coast bunkers.
Olcum	Union oil dock.
Polyktor	Peninsula mill.
Pawlet	Terminal No. 4.
Port Said Maru	Montgomery dock.
Queen Margaret	Globe mills.
Santa Inez	Albers dock.
*Senator	Terminal No. 2.
Scottish Monarch	Elevator dock.
Tamalpais	Westport.
Tamatsu Maru	North Pacific mill.
Uralsan Maru	North Pacific mill.
Vechtdijk	Astoria.
*Wapama	St. Helens.
West Islip	St. Johns mill.
West Keats	Astoria.
Yoman Maru	Terminal No. 4.

*Carries passengers.

RATES TO EUROPE CUT

STEAMER LINES APPARENTLY ACT BY AGREEMENT.

Freights on Canned Goods, Dried Fruits and Grain Take Big Slump With New Tonnage.

Drastic reductions in freight rates are being quoted in apparent agreement by the various steamship lines operating from Portland and other Pacific ports to Europe. Several economic factors are held responsible, chief among them being the large recent increases in the tonnage on the European berth and the unprecedented slump in European purchasing.

There is no conference of operators in the European trade, as there is in the trans-Pacific and intercoastal runs, but the five regular lines and other irregulars operating between here and Europe have been quoting the same rates consistantly. The new reductions are quoted independently but consistently by the various lines.

The rate on canned goods, probably the most important commodity moving to Europe at present, has been cut from 90 cents to 75 cents a hundredweight. Dried fruit in boxes is now booked at $1 instead of the former rate of $1.15, and dried fruit in bags now moves at 70 cents instead of 85 cents. Because of the limited supply of tonnage equipped to carry fresh fruit in refrigerated compartments, the rate on fresh apples and pears remains $1 a box.

The grain rate to Europe has been left open, but no grain is offering at present. Some parcels of wheat are known to have been taken recently by liners as low as 35 shillings and even 32s 6d. Talk among shipping men yesterday was that space was offering as low as 30 shillings, with no takers.

Pacific Coast Shipping Notes.

ASTORIA, Or., Nov. 3.—(Special.)—The tank steamer Atlas arrived at 4 o'clock last night from California, bringing 34,000 barrels of gasoline for Portland.

The steamer Eastern Sailor arrived at 8 o'clock last night from Portland and went to the port terminals, where she began loading 75 carloads of lumber material and 1300 tons of flour for China.

After discharging fuel oil in Portland, the tank steamer Ai Segundo sailed at 7:45 this morning for California.

The tank steamer Olcum arrived at 7:30 last night from Olcum, Cal., with fuel oil for Astoria and Portland.

The British steamer Cardiganshire arrived down from Portland at 9 o'clock this morning and went to the port terminals, where she began loading 6000 cases of canned salmon, 50,000 feet of clear spruce lumber, 37 tierces of mild cured salmon and 150 boxes of frozen steelheads for points in the United Kingdom.

The Danish steamer Bolivia, which arrived yesterday from Puget sound and was awaiting orders here received instructions last night to proceed to San Francisco and sailed at 7 o'clock.

The steam schooner Daisy sailed at 5 o'clock this afternoon for San Pedro with 730,000 feet of lumber, loaded at Knappton.

The Holland-American steamer Vechtdijk from San Francisco arrived at 3 today and will take on freight at Portland and Astoria for Europe.

The steamer Robin Goodfellow with freight from San Francisco and Portland sailed at 1:30 today for New York via Seattle.

With cargo from Seattle and Portland, the steamer Ohlson sailed at 2:30 this afternoon for New York and Boston, via San Francisco.

The British steamer Siberian Prince will be due tomorrow afternoon from Newport, England, and will pick up cargo at coast points for Europe.

The motorship Sierra was scheduled to sail tonight for San Pedro with 1,200,000 feet of lumber loaded at Westport and St. Helens.

The steam schooner Santa Alicia will finish loading 2,225,000 feet of lumber at the Hammond mill tomorrow afternoon.

The steamer Tsurushima Maru was due tonight from Yokohama, the boat stopping at the Astoria terminals to take on cargo before proceeding to Portland.

The steamer West Isleta will be due tomorrow morning from Point Wells and will go to St. Helens to take on lumber for Portland, Me.

COOS BAY, Or., Nov. 3.—(Special.)—The steamer C. A. Smith, carrying 1,500,000 feet of lumber from the Smith electric dock, sailed for Bay Point this afternoon at 1:15.

Bringing a general line of freight from Rogue River, the gasoline schooner Tramp arrived here today at 12:20.

The steam schooner Daisy Freeman, which brought in a freight cargo from San Francisco at 6:35 this morning, will ship a lumber cargo at the Oregon Export mill.

RAYMOND, Wash., Nov. 3.—(Special.)—The steamship Davenport sailed at 10:30 this morning for San Diego.

TACOMA, Wash., Nov. 3.—(Special.)—With 2450 tons of ore from west coast ports, the steamer Wallingford, Captain N. L. Matheson, arrived here during the night and began discharging at the Tacoma smelter. The vessel will not get away from here before next week. It is possible that the Wallingford may be turned back to the shipping board, marine men said, but the officers of the vessel have not been advised of any change. The general steamship corporation has been handling the ship.

The tug Rainier from San Francisco arrived here early this morning and after discharging freight loaded grain for California. The vessel was due to sail tonight for San Francisco.

The West Isleta of the Nawsco lines, got away late last night after loading a part cargo of lumber here.

The F. S. Loop for San Francisco was also another departure last night.

The Kennecott, which arrived at the port terminals last night loaded more than 4000 cases of canned fruits from Puyallup for the New York market.

Tomorrow the steamer Pennsylvania of the American-Hawaiian line, which is reentering the European service from Puget sound, will be here at the Baker dock to gather in a big cargo of 38,000 cases of canned pears and apples from Yakima. This will be the first time Yakima canneries have shipped through Tacoma and it is expected an increasing business in this line will continue. The Yakima shipment took 25 cars to deliver it here.

The Kashima Maru, which came to the smelter last night to load a cargo of

GRAYS HARBOR, Wash., Nov. 3.—(Special.)—The steamer Wahkeena cleared late yesterday for San Pedro, with cargo from the National mill, Hoquiam.

The steamer Svea sailed this afternoon at 2 o'clock for San Pedro with cargo from the Wilson mill, Aberdeen.

SAN PEDRO, Cal., Nov. 3.—(Special.)—Twelve and one-half million gallons of oil will have left here by tomorrow in three tankers of the Standard Oil company. The oil is for foreign and coastwise ports.

The F. H. Hillman, the world's largest tanker in the world, sailed this morning for San Francisco on her maiden voyage. The tankers Tascalusa and Richmond arrived immediately after her departure and are loading for Hongkong and Point Wells, respectively.

VANCOUVER, B. C., Nov. 3.—(Special.)—The auxiliary schooner Lady Kindersley arrived in port today from a four months' trip to the Hudson's Bay posts in the Arctic basin. The Lady Kindersley had a large catch of furs taken during the last year and a live polar bear for the local zoo on board.

The Peruvian bark Belfast, which has been riding at anchor here for two months, when she brought sugar from Peru, has been ordered to Port Townsend to tie up until arrangements are made for another charter.

The owners of the salvage steamer Algerine do not consider the 2,000,000 feet of lumber on the derelict Kukui Maru of sufficient value to risk spending several weeks trying to locate the boat and then the further risk of towing her to port, consequently, despite reports the Algerine will not go after the drifting vessel.

Saturday is the day posted for the arrival of the new Standard Oil tanker Vancelita with a full cargo of oil for Iloilo.

The Swedish steamer Lima, of the Johnson motorship line, is reported on the rocks at the western entrance of the straits of Magellan, and it is feared she will be a total loss. The Lima is a 6000-ton steamer.

After resting on the shore near Baracoa for nearly a month, the old Canadian Pacific steamer Princess May, now owned by the United Fruit company and operating on the Atlantic coast, has been floated and taken to Kingston. The wrecking tug Relief lifted the Princess May, which at one time was a favorite passenger and freight steamer out of this port.

In opposition to the Latin American line, the Canadian government has decided to inaugurate a Vancouver-Mexican service.

PORT TOWNSEND, Wash., Nov. 3.—(Special.)—En route to New York from Ilo Ilo, P. I., with a cargo of sugar, the steamer Morristown arrived this afternoon with a portion of her upper works carried away as a result of being caught in the storm that came near sending the big Japanese steamer Kashima Maru to the bottom. For ten days the Morristown was battered by huge waves, some of which swept the decks of the big craft from stem to stern. It is believed that some of her plates were strained, so her master decided to come to Seattle to have her surveyed and repairs made before proceeding further on her way to the Atlantic prior to coming to Puget sound. She called at Union Bay, B. C., where she took on bunker coal. The Pacific Steamship company is the Puget sound agent for the Morristown.

Coming from Salavany, Peru, via Vancouver, B. C., where she discharged a cargo of raw sugar, the Peruvian bark Belfast arrived today in tow of the Santa Rita, which called at Vancouver to bring her to Puget sound. The Belfast will load for the west coast, while the Santa Rita will load for San Francisco.

Arriving from the orient via Vancouver, the Japanese steamer Tokushima Maru arrived tonight too late for quarantine inspection, necessitating her remaining until sunrise Friday, when she will proceed to Seattle to discharge and load outward.

With 3,000,000 feet of lumber loaded on Grays harbor and a shipment of general freight loaded at Seattle, the steamer West Isleta sailed this morning for the orient.

The Steel Voyager, which came from the orient in ballast and was sent to Vancouver, is scheduled to come to Puget sound Friday to load at Seattle for ports in northern Europe.

SEATTLE, Wash., Nov. 2.—(Special.)—The largest known shipment of silkworm eggs, amounting to two measurement tons, which it was said, is enough to supply the entire silk industry of Japan, will leave Seattle Saturday aboard the Pacific Steamship company's trans-Pacific liner Keystone State, which vessel is taking 8000 tons of general freight to oriental ports. The interesting feature about the consignment of silkworm eggs is that it is going from Seattle to the greatest silk-producing center in the world. The shipment of eggs originated in Italy and came to Seattle via New York. In addition to a capacity cargo, the Keystone State has a large number of cabin passengers and 538 steerage passengers.

Giving Seattle another intercoastal steamship line, the Congress line of New York has definitely decided to place its steamers in the coast-to-coast trade. It became known here today, through A. C. Stubbe, vice-president and general manager of the Northwest Shipping company of Portland, who is in this city establishing the Pacific northwest agency for the new line. Mr. Stubbe said today that a Seattle man will be chosen in a few days to manage the new line's Seattle branch. The Seattle office of the Northwest Shipping company was opened at 222 Colman building yesterday.

In ballast, the Elder Steel Steamship corporation's refrigerator steamship Deerfield, which is inaugurating a new coast-to-coast refrigerator service for the transportation of apples and other perishable cargoes from Puget sound and other Pacific coast ports to New York, will arrive here Monday, according to the Pacific Forwarding company, Seattle agent for the steamship firm. The vessel will be here about a week loading eastern Washington apples and frozen fish.

The General Steamship corporation's Seattle-west coast of South America service steamship Wallingford, which arrived at the smelter yesterday to unload a cargo of ore, will be tied up at Seattle after she discharges her cargo, officials of the company announced today. She is expected to move to this port the first of next week.

SAN FRANCISCO, Nov. 3.—(Special.)—Steam tonnage entering this port during October was increased by nearly 200,000 tons over the amount listed for the corresponding period of a year ago.

Figures compiled by the marine department of the chamber of commerce show that last month a total of 765,613 tons arrived, while October arrivals during 1920 in steam tonnage totaled 580,455 tons.

The heavy showing of last month is the result of the large number of vessels coming here from all parts of the world to load grain. Exportation of grain this year was never exceeded in the history of the port, shippers say.

Over 100,000 tons more of steam tonnage sailed from here during October than departed during the same month of 1920.

The largest number of passengers to be carried on a liner in the Pacific Steamship company will arrive here at 10 o'clock tomorrow morning from the south. The majority of those on board are students from the University of Southern California, coming to attend a football game.

In order to insure the return of the football rooters, the Yale will not sail from here until 9 o'clock Saturday night, four hours later than her schedule.

Captain Thomas Iverson, master of the steam schooner Thomas Crowley, with his crew, were awaiting the arrival of the rival Black tug Rainier yesterday in the endeavor to pull the vessel into deep water. The Sea Monarch was expected to reach the scene at 6 o'clock tonight. The Thomas Crowley is lying ashore one and one-half miles south of Point Concepcion.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

BROAD ARROW, San Francisco for Shanghai, 3676 miles west of San Francisco.

BOOBYALLA, Grays Harbor for Shanghai, 2891 miles from Grays Harbor.

NANKING, San Francisco for orient, 1465 miles west of Honolulu.

MAUI, Honolulu for San Francisco, 1939 miles from San Francisco.

WEST KEATS, Astoria for Yokohama, 37 miles west of Astoria.

VIGILANT, San Francisco for Bellingham, 180 miles southwest of Farrallons.

MARION A. San Francisco for Honolulu, 99 miles from San Francisco.

MUNAIRES, Westport for New York, 180 miles south of San Diego.

ROYAL ARROW, San Francisco for Takubari, 3122 miles west of San Francisco.

HYADES, Mahukona for San Francisco, 1480 miles southwest of San Francisco.

MANULANI, Seattle for Honolulu, 2149 miles from Cape Flattery.

HERCULES (tug), schooner North Bend in tow, San Francisco for Coos Bay, one mile south of Point Reyes.

R. J. HANNA, Richmond for San Pedro, 43 miles from Richmond.

MULTNOMAH, Bellingham for San Francisco, 84 miles north of San Francisco.

LA PLACENTIA, Port San Luis for Honolulu, 1860 miles from Honolulu.

COLUSA, San Francisco for Talara, 506 miles south of San Francisco.

D. G. SCOFIELD, Tampico for San Francisco, 30 miles from San Francisco.

EVERETT, San Francisco for Seattle, 240 miles from San Francisco.

ADMIRAL DEWEY, San Francisco for Seattle, 60 miles from San Francisco.

F. H. HILLMAN, San Pedro for Richmond, 265 miles from Richmond.

COL. E. L. DRAKE, Willbridge for San Pedro, 275 miles from San Pedro.

STREL INVENTOR, San Pedro for Kobe, 133 miles west of San Pedro.

MASON, Raymond for San Francisco, 87 miles north of San Francisco.

CLAREMONT, San Pedro for Grays Harbor, 115 miles south of San Francisco.

SIKSIYOU, San Pedro for Bellingham, 170 miles north of San Francisco.

ELLOBO, Lobitos for Vancouver, 134 miles south of San Francisco.

WEST KEATS, Astoria for Yokohama, 285 miles west from Columbia river.

HORACE X. BAXTER, San Francisco for Port Ludlow, 318 miles north of San Francisco.

FRED J. BAXTER, San Pedro for Eagle harbor, 450 miles from Eagle harbor.

WAHKEENA, Grays harbor for San Pedro, 265 miles south of Grays harbor.

HERCULES (tug), with schooner North BEND in tow, San Francisco for Coos Bay, 40 miles north of Blunts reef.

PLEIADES, 235 miles north of San Francisco, bound for Portland.

JOHANNA SMITH, San Francisco for Coos Bay, 292 miles north of San Francisco.

ADMIRAL FARRAGUT, Seattle for San Francisco, 250 miles from San Francisco.

EDGAR P. LUCKENBACH, six miles south of Columbia reef lightvessel, Tacoma for San Francisco.

SIERRA, Astoria for San Pedro, five miles south of Columbia river.

FOREST KING, Redondo for Anacortes and Seattle, 210 miles from Seattle.

WILLAMETTE, Everett for San Francisco, 285 miles from Everett.

ROBIN GOODFELLOW, Portland for Seattle, seven miles from Destruction island.

EL SEGUNDO, Portland for Richmond, 425 miles from Richmond.

C. A. SMITH, Coos Bay for San Francisco, 60 miles south of Coos Bay.

ADMIRAL NICHOLSON, Port San Luis for San Francisco, 20 miles north of Port San Luis.

SEA MONARCH, San Francisco for Point Concepcion, 212 miles south of San Francisco.

TEXAN, bound for San Pedro from New York, 710 miles from San Pedro.

TOYAMA MARU, Panama for San Francisco, 265 miles south of San Francisco at noon.

COOS BAY MILLS ACTIVE

LUMBERING IS ON UP-GRADE THROUGHOUT DISTRICT.

Coquille Valley and Reedsport Plants Also in Operation on Large Orders.

MARSHFIELD, Or., Nov. 3.—(Special.)—Lumbering in the Coos Bay district is on the upgrade and in the Coquille valley the same condition prevails, while at Reedsport, on the Umpqua river, new orders assure continued operation of the mills. In the milling line only one plant in this southwestern Oregon district is idle permanently, that of the North Bend Mill & Lumber company at North Bend, which company is supposed to be employed in a lockout game among the stockholders. The Winchester Bay Lumber company on the Umpqua river is closed down for 10 days, but this condition is due to a shortage of logs.

The Moore Prosper and Johnson mills on the Coquille and the Stemmler mill at Myrtle Point are all operating, although the Coquille Mills company plant, in the hands of a receiver, is temporarily idle but is receiving many offers of taking it over for operation.

The C. McC. Johnson mill on the Umpqua river has just closed a deal for spruce pulp timber with the Crown-Willamette Paper mills that will keep it occupied continuously for a period of at least six months. Spruce abounds in that district and the output is of high grade.

The Stemmler mill at Myrtle Point is running wholly on white cedar and finds a steady and urgent market for its output. The Oregon Exports company of Coos Bay is loading the William Taylor, a sailing schooner belonging to the Apex Navigation company of New York, with an estimate of white cedar reaching 750,000 feet, logs and timber.

The Coos Bay Lumber company is working both mills at Bunker Hill and Eastside and keeping the company's two steamers, Johanna and C. A. Smith, busy transporting the output to the California market.

The Buehner mill of North Bend is handling a good deal of lumber and requires its steam schooner Martha Buehner and regular chartered craft to keep her docks cleaned aside from large shipments of finished lumber which goes out from here over the Southern Pacific.

The Bay Park mill at Old North Bend is running regularly and charters vessels to transport the 8,000,000 feet it is cutting under the management of William Vaughan and L. J. Simpson.

Several logging camps have opened recently which send logs to Coos Bay. November 1 the Clear Lake camp of the Buehner company reopened after a short shutdown, while the Kelly and Azsen camp at Allegany also resumed work at the same time. The former employs about 50 men and the latter 25.

Camps as a general thing are supplied with loggers with the possible exception of those at Powers, where men come and go every day. Powers advertises for a few men to fill out their crews.

The labor condition here is considered in excellent condition, although it would not warrant any influx, as several hundred men are still working outside and at any time may be thrown on the local market.

11 ENGINEERS IN CLASS

Shipping Board's Last Course Is Begun at Seattle.

SEATTLE, Wash., Nov. 3.—(Special.)—Eleven engineers had enrolled today to take the United States shipping board's last course in marine engineering at the University of Washington. Professor Eastwood, who is in charge of the school, said he hoped to get at least five more students before enrollment is closed.

The following men signified their intention of taking the course at the university: John P. Urbanck, J. B. Hansen, Peter Hansen, A. N. Loken, James A. Welch and Frank L. Stewart, chief engineers; Charles G. Kruse, O. T. Olson, Conrad M. Jensen and Fred Hundertmark, second assistant engineers, and R. H. Evans, third assistant engineer.

It is probable engineers will be enrolled for the course up to Monday.

New Atlantic Connection Won.

SEATTLE, Wash., Nov. 3.—(Special.)—George F. Thorndyke, president of the Thorndyke-Trenholme company, Inc., this morning announced the establishment by that corporation of eastern headquarters in New York city with E. J. Griffith as manager, giving Seattle another strong connection with the Atlantic coast.

Movements of Vessels.

TACOMA, Wash., Nov. 3.—Arrived—Rainier, from San Francisco; Wallingford, from Valparaiso.

Sailed—Kashima Maru, for Yokohama and way ports; F. S. Loop, for San Francisco; West Isleta, for New York; Rainier, for San Francisco; motorship Kennecott, for New York.

PORTLAND, Nov. 3.—Arrived at 11 A. M., Uralsan Maru (Jap), from Barry, at 4 P. M., Senator, from San Diego via way ports; at 4:30 P. M., La Purisima, from San Pedro; Carlos Pacheco, Park (British), from Newport, England; at midnight Polyktor (Greek), from Rotterdam. Sailed at 12:30 P. M., Port Said Maru (Jap), for India. Arrived at midnight, Tamatsu Maru (Jap), from Muroran.

ASTORIA, Nov. 3.—Sailed at 7:30 last night, Bolivia (Danish), for Antwerp. Left up at 9:30 last night, La Purisima; left up at 4:30 A. M., Senator; left up at 10:20 A. M., Polyktor (Greek); left up at 10:20 A. M., Tamatsu Maru (Jap). Sailed at 1:30 P. M., Robin Goodfellow, for New York via Puget sound; at 2:30 P. M., Ohlson, for Philadelphia; at 2:40 P. M., Vechtdijk (Dutch), for San Francisco; at 8:30 A. M., El Segundo, for San Pedro.

SAN PEDRO, Cal., Nov. 3.—(Special.)—Arrived: Yale, from San Francisco, 10 A. M.; Humboldt, from San Francisco, 6 A. M.; Richmond, from Kahului, 11 M.; Vanguard, from Eureka, 6 A. M.; Charles Watson, from San Diego, 7 A. M.; Whittier, from San Diego, 7 A. M.; A. L. Kent, from Baltimore, 9:20 A. M.; Celilo, from Portland, 6 A. M.; Tascalusa, from San Francisco, 10 A. M.; Mexican, from San Francisco, 7:30 A. M.; Santiam, from Astoria, 7 A. M.

Sailed: Yale, for San Francisco, 3 P. M.; Humboldt, for San Francisco, 9 P. M.; Santa Barbara, for Eureka, 6 P. M.; F. H. Hillman, for San Francisco, 9 A. M.; Haleo, for Eureka, 3 P. M.; Admiral Evans, for San Diego, 11 A. M.

SAN FRANCISCO, Nov. 3.—Sailed at 8 last night, Pleiades, from New York, for Portland; at 10 A. M., Molliere (British), from Portland, for Glasgow. Arrived at 11 A. M., Curacao, from Portland via Coos Bay and Eureka.

BELFAST, Nov. 2.—Arrived—Talbot Maru, from Portland.

POINT REYES, Nov. 3.—Passed at noon, steamer Col. E. L. Drake, from Portland.

TATOOSH, Nov. 3.—Passed in at 6 A. M., Kaikyu Maru (Jap), from Portland for Yokohama.

CRISTOBAL, Nov. 3.—Sailed, Delco, from Columbia river, for New York.

BOSTON, Nov. 1.—Arrived, Katrina Luckenbach, from Portland.

BALBOA, Oct. 31.—Arrived, Delco, from Columbia river, for New York. Sailed, Ohio Maru (Jap), from Cardiff, for Portland. Sailed, Kinderdijk (Dutch), from Rotterdam, for Portland. Sailed, Ecmedijk (Dutch), from London, for Pacific coast ports; West Lewark, from Liverpool, for Pacific coast ports.

ST. HELENS, Nov. 3.—Passed at 12:30 P. M., Senator; passed at 2 P. M., La Purisima.

SAN FRANCISCO, Nov. 3.—Arrived—Anyo Maru, from Hongkong, Yokohama and Hilo; Canadian Farmer (Br.) Vancouver; Rosalie Mahoney, from Seattle; Curacao, from Portland. Sailed—Elizabeth, for Bandon; Molliere (Br.), for Glasgow.

MELBOURNE, Nov. 3.—Arrived—Iquitos, from Grays Harbor.

HONGKONG, Nov. 2.—Arrived—Manila Maru, from Tacoma.

TSINTAR, Nov. 1.—Arrived—West Kador, from Portland.

LONDON, Nov. 3.—Arrived—Astronomer, from Tacoma.

SEATTLE, Wash., Nov. 3.—Arrived—Morristown, from Samarang; President, from Los Angeles, via San Francisco. Sailed—Spokane, for southeastern Alaska.

Report From Mouth of Columbia.

NORTH HEAD, Nov. 3.—Condition of the sea at 5 P. M., smooth; wind east, 18 miles.

Tides at Astoria Friday.

High.	Low.
1:51 A. M....7.4 feet	9:49 A. M....3.5 feet
3:15 P. M....8.4 feet	10:20 P. M....0.5 feet

FOREIGN BUYING HALTED

WHEAT SELLS UNDER DOLLAR MARK AT CHICAGO.

Lowest Price Recorded in Six Years—Ports Blocked and No Demand Exists.

CHICAGO, Nov. 3.—For the first time since 1915, wheat today dropped to below $1 a bushel. All grain, with the exception of May corn, declined to the lowest level this season following wheat, for which there appeared to be no adequate support. Wheat closed heavy, 2¾ to 3¼ cents net lower, with December at 99 to 99¼ cents and May $1.04 to $1.04⅛. Corn lost 1¼@1¾ cents, and oats ½@¾ cent to ¾ cent. Provisions varied from 2½ cents down to a like advance.

Word that much wheat was practically unsalable at Galveston and at other ports as well took the edge off the demand here and accentuated general belief that the foreign demand for United States wheat had halted. The fact that prices could break so far and so rapidly as they have done of late without encountering any export buying of consequence put bulls at a disadvantage. The only strength in wheat was at the beginning, and was ascribed to reports of diminished unemployment in the United States and to reduction of federal rediscount rates. The day's trading, considered as a whole, was not large, but selling by houses with eastern affiliations and by the northwest was persistent. Final dealings were at the bottom level of the session.

Announcement that a war finance corporation has worked out a plan to warehouse the surplus of corn failed to check weakness of corn and