OFFICIALS GUESTS ON STEAMER PORTLAND

Port Authorities Are Entertained at Luncheon.

T. OCHIAI IS SPEAKER

Assistant Manager of Suzuki & Co., Reveals Desire to Boost for Harbors.

Aboard the Japanese steamer Portland Maru yesterday a luncheon was given by Suzuki & Co., agents for the "K" line, for the entertainment of port officials that they might make a close inspection of the vessel as a type of modern freighter and which is to be continued in the service of the fleet. The "K" line recently inaugurated a regular schedule between this city and Japanese ports, and the first berth steamer was the Tamatsu Maru, which is loading the last of her cargo for the initial voyage.

T. Ochiai, assistant manager of Suzuki & Co.'s Portland branch, acted as host, and guests included John H. Burgard, chairman, with Ira F. Powers and A. H. Averill of the commission of public docks; Phil Metschan, J. D. Kenworthy and H. A. Sargent of the Port of Portland commission; H. T. Hudson, traffic manager of the bureau maintained by the two commissions, and Gus C. Moser, of counsel for the Port of Portland. In view of the limited dining quarters aboard the vessel arrangements were made so that other members of the two bodies will be entertained aboard at luncheon today.

Guests Are Welcomed.

In welcoming the guests Mr. Ochiai said:

"It is our great pleasure that we have a steamer in "K" line called by the same name as this port. No doubt the name of Portland Maru was given her to celebrate and to assume herself the same activity and fortune as this port is now enjoying. Suggested by Mr. Hudson, of the Port of Portland, it has been our long desire to call our friends of this city to the boat to boost for the port as well as the steamer.

"The Portland Maru arrived several days ago and I am very much pleased to have such prominent guests as are assembled here today on board the steamer. I think this port may be called the mother of the Portland Maru and I do hope that all of you like this steamer so that she may come back to you as often as possible. The luncheon we are giving you may not be as delicious as you have in your home, but I hope you take the lunch with the same feeling as if you are taking it with your child who has returned from a long trip all over the world, it may be better. I thank you."

Trade Relations Discussed.

Other than the host's remarks, there was little formality, those present discussing at length trade conditions and prospects between the two countries, the size of the "K" line fleet, said to be one of the largest, if not the largest, under one flag on the globe, and what was intended in the future.

Besides abundant tonnage for general cargo purposes, as was evidenced last year, when a total of approximately 70 ships came here from that fleet, the line has vessels equipped with passenger accommodations, and the addition of those carriers may be among other steps soon to be realized.

The attitude of the "K" line management, it was explained, is to regard Portland as its most important connection on the Pacific side and New York is so classified on the east coast. The operation of tramp vessels to Portland preceded the establishment of the regular line and the expansion of the latter is held to depend solely on trade development.

BOY IS BORN IN OPEN AIR

Dock Commission's Traffic Clerk Father of Out-Door Baby.

Charles Edwin McCarl, 2 days old, whose father, M. D. McCarl, is traffic clerk for the commission of public docks, came into the world at precisely 2:03 o'clock Sunday morning out in the cold, with no roof over his head. He was born in a stretcher at the portal of the Wilcox Memorial hospital, as Mrs. McCarl was being carried from an automobile into the institution.

The family home is at Metzger and Mrs. McCarl had left there at 1:30 o'clock, the 10 miles being made without loss of time. Information having been sent in advance, two nurses were waiting at the door.

As the baby was born about midway between the automobile and doorway of the hospital, he is rated a genuine open-air infant.

DOCK RATES TO BE AMENDED

Commission Will Modify Tariffs on Trans-Pacific Cargoes.

For the purpose of passing an ordinance for an amended tariff of charges at municipal terminals, the commission of public docks will hold a special session at 11:30 o'clock today. The most important changes are those having to do with the absorption of charges on trans-Pacific freight, transcontinental and that originating locally.

In addition there will be included a few new commodity rates, and changes in regulations governing the receipt, storage and loading of cargo at the terminals. The commission has given considerable attention to the absorptions, being added by transcontinental rail lines as to reshipments and concessions in handling and wharfage costs on business originating locally for trans-Pacific shipment.

Methot Takes Hanawa.

Captain John D. Methot, skipper of the steamer Las Vegas, operated by the Columbia Pacific Shipping company in the Portland-oriental trade, but ordered out of commission on her arrival April 2, is to sail in command of the steamer Hanawa, which is scheduled to depart April 17 for the usual far eastern ports. The steamer West Keats of the same line is due from the other side Saturday and her sailing has been set for May 17. She is bringing a fair amount of cargo for Portland delivery. The Hanawa has been working lumber at Columbia City for a few days and returns to the harbor today to load at terminal No. 1.

Derrick Raises Boats.

New use has been found for the powerful "stiffleg" derrick on the dock of the former Northwest Steel company, installed during the war for lifting machinery and heavy loads aboard new vessels, and that is raising some of the smaller river vessels for repairs to propellers and the like. The tug Cruiser and steamer Hardtack were lifted Saturday, both being raised to permit men working from a float to unship the propellers and overhaul stern bearings.

CITY OF RANGOON DUE TODAY

Vessel Delayed on Puget Sound Handling Cargo.

After being detained on Puget sound in handling cargo, the steamer City of Rangoon, looked for here yesterday, is due today and will work cargo at the North Bank dock from Europe. Included in her consignments are 50,000 firebricks and 200 drums of linseed oil. The vessel takes lumber, canned goods and wheat at Portland for the return to Europe, taking on additional lumber at Astoria.

Norton, Lilly & Co., agents for the vessel, which is in Ellerman's Wilson line, will also have the steamer Steel Voyager here the last of the week to take on about 1000 tons of cargo for the east coast. She will be followed Monday by the Steel Ranger, which will load considerable cargo, including lumber, for the Atlantic coast.

SERVICE HERE TO STOP

ADMIRAL LINE TO WITHDRAW FROM PORTLAND.

Admiral Rodman, Due to Sail April 19, Will Be Fitted at Seattle for Alaskan Trade.

With the departure of the steamer Admiral Rodman from Portland for San Francisco via Coos and Humboldt bays April 19, the Admiral line will withdraw from the service so far as Portland figures. The steamer departs from San Francisco April 26 and calls in Humboldt and Coos bays, but continues on to Seattle, there to be prepared to re-enter the Alaskan trade.

Advices respecting the termination of service yesterday reached F. N. Bush, general agent for the fleet. The change leaves the line with the steamers Senator and Admiral Evans operating in the Portland-San Francisco-Los Angeles-San Diego service. Seattle advices are to the effect it has been decided to withdraw the Admiral Evans and place her in the Alaska service, the Admiral Farragut being assigned to operate from here with the Senator.

The Admiral line had the steamer City of Topeka on the route from Portland via coast ports to San Francisco until December, 1920, and she was relieved by the steamer Curacao, which continued on the run until the Admiral Rodman was assigned January 12, 1921. The 14-day schedule kept the vessel moving and considerable passenger and cargo business was handled, but with the necessity for tonnage to meet the Alaska demands, the coming season being expected to draw many travelers north again, it was decided to give up the run. As far as through California business is concerned, the Senator and Admiral Farragut can care for that, while other lines from San Francisco will no doubt continue to serve Eureka and Marshfield, leaving only the Portland-Coos Bay route without service.

RATE CONFERENCE TODAY

STEAMSHIP OPERATORS OF COAST TO MEET HERE.

Termination of Rate War to Be Sought; W. D. Benson of Seattle to Submit Plans.

Steamship operators of the coast began to assemble yesterday in readiness for a conference that opens at 10 o'clock this morning at the Multnomah hotel. The meeting has for its object the reorganization of the trans-Pacific conference with the expectation of terminating the rate war.

W. D. Benson, vice-president of Frank Waterhouse & Co., is to be here from Seattle and as he is credited with having taken a leading part in arranging the meeting, it is believed he has formulated plans to stop tariff slashing which he will place before the delegates. Captain Robert Dollar of the Dollar interests, and Merrill Robinson, manager of the Robert Dollar company at Seattle, with Arthur Cahill, manager for Sudden & Christenson, were early arrivals yesterday and the California delegation will be on hand this morning; also others from Puget sound.

Just how far Portland operators will go as regards the conference is a question. The shipping board is not looked for in the ring at present and the Columbia-Pacific Shipping company, as the operator of shipping board tonnage in the trans-Pacific trade, may assume the role of a listener. However, whatever the result, shipping men agree that there will be various angles discussed and it is hoped a peaceful and early end will be worked out in the rate disturbance.

GINYO MARU SAILS TONIGHT

Japanese Steamer on First Voyage to Portland.

In the service of the Toyo Kisen Kaisha line, the Japanese steamer Ginyo Maru is to sail from San Francisco for Portland tonight and will be in port Friday, bringing some cargo, but billed to work about 5000 tons for west coast destinations. The vessel is reported having a number of passengers aboard and more will join her here for the trip south. The Ginyo Maru steamed direct from Japan to San Francisco so as to discharge cargo that the lot awaiting her at Portland might be accommodated.

She is a new ship and is on her first voyage to Portland, though she made a previous trip to the coast. On the voyage south she will pass San Francisco, calling at San Pedro, and on the return is to call here en route back to Japan.

CARGO THEFT TO BE PROBED

Head of Shipping Board Reports Investigation Under Way.

The United States shipping board has asked congress that an appropriation be made to the department of commerce to permit a study of packing conditions so that non-delivery and loss by theft may be avoided in handling exports, according to a letter received yesterday by Frank Ira White of the foreign trade department of the Portland Chamber of Commerce from A. D. Lasker, chairman of the shipping board.

Some time ago Mr. Lasker sought information from the local Chamber regarding troubles exporters experienced through pilfering of cargoes and non-deliveries. Mr. White reported information that he was able to gather and Mr. Lasker replied that an appropriation had been asked and that a survey of conditions was under way.

Marine Notes.

Due to the steamer Wenona having been lifted on drydock for replanking of her hull, the Port of Portland has placed the tug Wallula in commission with the Wenona's crew. The latter is hauling fuel barges to and from dredges, towing schooners and such work while the tug John McCraken is towing rock barges from Fisher's landing to dike work at Morgan's. The launch Astoria is running as a freight and mail packet these days, taking that much of the duties of the Wenona.

The motor ship Babinda, bringing cement and other cargo from California harbors, is due today and will discharge all of her shipment at Terminal No. 2.

The steamer Northwestern, formerly the Grahamona, which the Pacific Telephone & Telegraph company is utilizing on the middle Columbia river, carrying men and material for the replacement of telephone property, is expected to proceed into the Snake river region in connection with the work. She is reported to have been leased until February, 1923, and because of that the steamboat contingent expects to see little of her on the Willamette this season. Captain Clyde Raabe is master of the vessel.

On the steamers Florence and Edgar F. Luckenbach, the former a late arrival last night from the gulf and the latter due today from the usual Atlantic ports, are about 1100 tons of cargo.

The Japanese steamer Holland Maru, coming from Kobe, is due in the river today. She is under charter to Kerr, Gifford & Co., to load a cereal cargo for the United Kingdom. The Japanese steamer Yelfuku Maru, which was recently added to the Gray-Rosenbaum fleet, is expected in a day or two from Muroran. She will work grain for Europe also.

The steamer American, loading for the Atlantic side, is to shift this morning from the Harvey dock to the plant of the St. Johns Lumber company.

The Swedish motor ship Valparaiso is due here today from Europe and after discharging cargo will continue on to Puget sound, being scheduled to return to Portland a week from tomorrow to load grain for the United Kingdom in the interest of Balfour, Guthrie & Co.

San Francisco advices have it that J. B. Morris, first known here as chief engineer of the Rose City and later of the Great Northern on the Flavel-San Francisco route, taking up duties as installing engineer for the shipping board during the war, is chief engineer of the big combination passenger and freight steamer Empire State now plying between San Francisco and the orient. The vessel arrived on this side last week with a new record for speed, having made an average of 18.3 knots an hour.

The Norwegian steamer Hanna Nelsen, loading for Chinese ports, is to shift today from the Eastern & Western mill to the West Oregon plant.

The steamer John C. Kirkpatrick, an arrival of yesterday from San Francisco, berthed at the Peninsula mill to start her return cargo.

The tank steamer William F. Herrin, which arrived Sunday, finished unloading her oil consignments so as to get away from the harbor on the return to San Francisco at 10 o'clock yesterday morning. The tank steamer Captain A. F. Lucas followed at midnight for the south.

The Danish steamer Sinaa, laden with wheat, lumber and other commodities for London, Hull, Hamburg and Copenhagen, sailed last night. She reached the harbor March 26.

The Norwegian steamer Unita, sailing in the American-Asiatic company's line, came into the river Sunday from Coos bay to finish working lumber for China, going to a berth at Wauna. She took 650 tons of freight in Portland and is to get under way for sea early yesterday.

The gasoline schooner Roamer, plying between Portland and coast harbors, including Newport, Waldport and Siletz, was ordered laid up for an overhauling on her arrival Sunday. The work will include considerable labor on her machinery. The schooner E. L. Smith, which received an overhauling recently at the plant of the Portland Shipbuilding company, will ply the route while the Roamer is out of commission. The Oregon-Pacific company is agent for the vessels.

The steamer Annette Rolph, of the McCormick line, reported yesterday from San Francisco.

Pacific Coast Shipping Notes.

ASTORIA, Or., April 10.—(Special.)—The steam schooner Daisy, after discharging freight here, shifted today to Knappton, where she will load lumber.

After discharging fuel oil in Portland the tank steamer William F. Herrin sailed at 6 o'clock tonight for California.

The steamer Florence Luckenbach arrived at 5:35 tonight from the Atlantic seaboard via San Francisco, en route to Portland.

The steamer Edgar Luckenbach of the same line was due here tonight.

The coast guard cutter Snohomish sailed this morning to cruise along the coast to prevent poaching for seals, but returned later in the day. She is expected to sail again tomorrow.

After taking on lumber at Westport and bunker coal at the port terminals, the Norwegian steamer Unita sailed at 10 o'clock today for the orient.

The steam schooner Annette Rolph arrived at 6:10 this morning from San Francisco with freight and went to Portland.

After discharging fuel oil in Portland, the tank steamer La Purisima sailed at 8:30 last night for California.

The steam schooner Arthur Matanify shifted during the night from up-river points to Westport, where she will complete her cargo of lumber.

The Norwegian steamer Hektor will be due tomorrow from the orient and will discharge freight and passengers here before proceeding to the Inman-Poulsen mill to load lumber.

The schooner Edw. R. West, lumber-laden from Portland for South Africa, is waiting for better weather conditions before sailing.

The British motorship Loch Katrine, with freight from Portland and Astoria, sailed at 10:30 this morning for Europe, via Puget sound.

The steam schooner John G. Kirkpatrick arrived at 7:50 this morning from San Francisco and went to Portland to load lumber.

The steam schooners Flavel and Santiam were due tonight from San Pedro to load lumber at the Hammond mill.

The steamer Belgium Maru shifted to the Hammond mill this afternoon and the Tamatsu Maru will shift there next Thursday to load lumber for the orient.

TACOMA, Wash., April 10.—The first of several big steamers to load for Europe put in an appearance here today and started Tacoma's export trade for the week in a very satisfactory shape. Other vessels destined to load for England are listed to arrive within the next few days.

The Dakotan was an arrival early this morning from Europe and way ports. The Dakotan, after discharging and loading some general freight at the Baker dock, shifted to the Milwaukee elevator to load and tomorrow will finish at the Sperry mills.

The motor ship Siam, which arrived last night, will load cargo at the Puget Sound Flouring mills for Europe. The Siam had 500 tons of nitrates to discharge at DuPont, after which the vessel will shift here to take cargo.

The Steel Scientist, now loading lumber and other cargo here, is to sail Wednesday night or Thursday for London, Liverpool and Glasgow. This vessel will have about 2,000,000 feet of lumber out from here.

The Narenta, of the Royal Maile line, is listed for tomorrow morning loading at the Balfour dock, while the Loch Katrine, new motor ship of this line, is expected this week to take up European freight.

In March 114 deep-sea vessels arrived at Tacoma with a tonnage of 285,740 tons, the report of Harbormaster W. G. Rowland shows.

With ore from Alaska ports, the La Touche, of the Alaska Steamship company line, arrived at the Tacoma smelter this morning. The vessel will be here three days discharging her freight. The Juneau, of this line, was scheduled to sail for Alaska late tonight or Tuesday morning.

After discharging freight at Tacoma, the Hawaii Maru, of the Osaka Shosen Kaisha line, shifted to Vancouver, B. C., tonight and will return the latter part of the week to load here.

VANCOUVER, B. C., April 10. — The auxiliary schooner Lady Mine is detained in this port on account of three claims which are "plastered" against her for customs, bills and wages. No steps have yet been made by the owners to release the vessel, it is said, and there is a possibility she will go under the hammer to satisfy claims.

The fast steel steamer Lady Evelyn of the Howe Sound Navigation company has been taken into the yards at North Vancouver today for conversion into a passenger vessel. The work will cost approximately $18,000 and will be finished in time to permit the vessel making her first run by May 24.

An historic craft docked here today as a result of having been damaged in a collision with the rocks of Jimjack island, up the coast. This is the tug Endud of the Gulf of Georgia Towing company. She is a former sailing ship and is splendidly built, according to the workmen who are now carrying out her repairs. She has a hardwood keel and solid oak planking. She was constructed in 1883 at Gloucester, Mass. She was purchased during the gold rush to the Klondike by a party of Argonauts from the eastern states and sailed to this coast. Arriving here her skipper died and the rest of the party deserted her.

VICTORIA, B. C., April 10.—Before sundown tomorrow the Admiral liner Pine Tree State is expected to reach quarantine at William Head, completing her inward voyage from far east. At 8 o'clock last night the Pine Tree State was 770 miles out from Seattle. She has 121 saloon passengers and 176 in the steerage, as well as 5000 tons of material for bridge. The liner is seeking to lower the American record for the trans-Pacific trip now held by the liner Silver State.

GRAYS HARBOR, Wash., April 10.—(Special.)—The steamer Helene arrived from San Francisco early this morning and is loading at the Aberdeen Lumber & Shingle mill.

The motorship William Donovan arrived from San Pedro at 10 o'clock today and is loading at the Donovan mill.

The steamer Hokushika Maru arrived from Japan at noon today and is loading at the Grays Harbor mills, Hoquiam.

The steamer Frank D. Stout, which arrived late Saturday from San Francisco, is at the Wilson mill, Aberdeen.

The steamer Daisy Gadsby, from San Francisco late Sunday afternoon, berthed today at the Grays Harbor mill, Hoquiam.

The steamer Hoquiam, from Portland, is at the Donovan mill, Aberdeen.

The tug Tatoosh, which will replace the Cudahy tug while the latter is undergoing repairs, arrived Sunday afternoon.

Departures today were: Steamer Hanley, for Seattle from Hoquiam Lumber & Shingle company; Manaira, for New York from the Donovan mill, Aberdeen; Svea, for San Pedro, from the Wilson mill, Aberdeen; Edna Christenson, for San Pedro, from the National mill, Hoquiam; Carlos, from the Donovan mill, Aberdeen, for San Pedro; Oregon, from the Donovan mill, for San Pedro.

COOS BAY, Or., April 10.—(Special.)—The gasoline schooner Tramp arrived last night from Rogue River light, crossing the bar at 7.

The tug Samson and barge Washougal, in port from the south since April 5, sailed this morning at 7:40 for the Umpqua river, where the barge will be laden with lumber at the Winchester Bay Lumber company dock.

The steamer Johanna Smith was due in port this evening from San Francisco.

Several mariners have expressed the opinion here recently that a flash buoy at Charleston bay would aid navigation.

The steamer C. A. Smith will not depart for the south until tomorrow.

Arriving from Portland this morning at 6:15 the steamer Admiral Rodman brought freight and passengers. A number of passengers boarded her here for San Francisco and Eureka, but she will not sail tonight.

SAN PEDRO, Cal., April 10.—Adverse winds at sea, together with delays at northern ports, held back nine freighters due here today. As there were ten large vessels unloading, harbor officials said the delay saved considerable congestion. As it was, they said they expected the number of arrivals and sailings this week would be the largest on record for this port.

The freighters Chattanooga from Baltimore and San Francisco from San Francisco, operated by Norton, Lilly & Co., arrived today, and the former began unloading 2500 tons of steel products. The San Francisco took on canned goods and cotton for European ports. Other arrivals were the steamer Shasta from Grays Harbor with 900,000 feet of lumber; steamer Georgina Rolph from Portland via San Francisco, with roll print paper; steamer Fred Baxter from Vancouver, B. C., with 1,250,000 feet of poles, and steamer G. C. Lindauer from Coos Bay, with 500,000 feet of lumber.

The steamer Yale, on her regular sailing for San Francisco today, carried one of the largest passenger lists on this run since the Christmas holidays.

Other sailings included the tanker Yorba Linda for Everett, with oil; tanker La Palma for Yokohama, with oil; steamer Brush for Seattle via San Francisco, with freight; steamer San Diego for Tacoma, in ballast for lumber; Harry Luckenbach for Portland and Seattle via San Francisco, with freight; steamer Pacific for Tacoma, in ballast for lumber, and steamer Grays Harbor for Willapa Harbor, in ballast for lumber.

SEATTLE, Wash., April 10.—Captain John Griffith, formerly commander of the steamship Admiral Farragut in the recently abandoned Mexican coast service out of San Francisco, today was named master of the steamship Silver State to succeed Captain E. P. Bartlett, who will command the steamship P. F. Alexander, formerly the Great Northern.

Percy S. Laing announced here today that he had incorporated the Percy S. Laing Steamship company, the object of which is to put the former polar exploration ship Roosevelt, used by Rear-Admiral Peary, into commission and operate it between Seattle and the Okhotsk sea, in Siberia. The vessel, which at present is moored in Seattle harbor, will be used in a regular freight and passenger service to the north. The first sailing will be May 5. The service may be extended to include the Gulf of Anadir, it was said.

The barkentine motorship ——, which sailed down the strait of Juan de Fuca from Port Angeles yesterday, found the heavy sale off Cape Flattery too severe to weather and put back to port to wait more favorable conditions.

The Harrison direct line freighter Politician, Captain A. B. Sandiford, arrived from Europe via coast ports today. She will discharge 800 tons of cargo here and commences loading outward tomorrow.

SAN FRANCISCO, April 10.—Heavy northwest winds on the coast for the past week have delayed vessels arriving in San Francisco from several hours to two days. The Pacific liner Ecuador took 40 hours for the trip from San Pedro to San Francisco. The liner Yale, on the regular San Francisco-Los Angeles run, has been several hours late on the last three trips, and ships of the Admiral line from the south have been equally delayed.

The British light cruiser Calcutta, one of the latest additions to the British navy, arrived in the harbor this morning from Honolulu. She will remain here until next Monday, when she will sail for San Pedro. The Calcutta was completed shortly after the close of the war. She is 450 feet long, with 43-foot beam and a draft of 16 feet. She has five six-inch guns and eight torpedo tubes.

Word has been received here of the serious illness in Manila of Captain Henry Morton, well-known Pacific coast skipper. He is now a marine surveyor at Manila. For many years he commanded the Mongolia of the Pacific Mail.

Movements of Vessels.

PORTLAND, April 10.—Arrived, at 5:45 P. M., steamer Annette Rolph, from San Francisco; at 7 P. M., steamer John C. Kirkpatrick, from San Francisco. Sailed, at 10 A. M., steamer William F. Herrin, for Davieta; at 6 P. M., Danish steamer Kina, for Copenhagen; at 11:55 P. M., steamer Captain A. F. Lucas, for San Pedro.

ASTORIA, Or., April 10.—Sailed, at 9 last night, steamer La Purisima, for Port San Luis. Arrived, at 6:10 and left up at 7:30 A. M., steamer Annette Rolph, from San Francisco. Sailed at 9:30 A. M., Norwegian steamer, Unita, for Japan; at 9:40 A. M., British motorship Loch Katrine, for Liverpool and way ports via Puget sound. Arrived, at 7:30 and left up at 9 A. M., steamer John C. Kirkpatrick, from San Francisco.

SAN FRANCISCO, April 10.—Arrived, at 1 A. M., steamer Johan Poulsen, from Columbia river; at 8 A. M., steamer Jeptha, from Antofagasta, for Puget sound and Portland.

PHILADELPHIA, April 8. — Cleared, steamer Kentuckian, from Boston, for Pacific coast ports.

SAN PEDRO, April 10.—Arrived, steamer San Francisco, from Portland, for Europe; steamer Chattanooga City, from Baltimore, for Portland and Puget sound.

SEATTLE, Wash., April 10.—Arrived, Juneau, from southeastern Alaska; Admiral Dewey, from Tacoma; Politician, from Liverpool; Anyox, from Tacoma; Redondo, from southeastern Alaska.

Sailed, Queen, for southeastern Alaska; Anyox, for British Columbia ports; Admiral Dewey, for Tacoma; La Touche, for Tacoma.

PETERSBURG, Alaska, April 10.—Sailed, Spokane, southbound.

BELLINGHAM, Wash., April 9.—Arrived, Singapore Maru, from Kobe.

Sailed, Norwood, for Ketchikan.

EVERETT, Wash., April 10.—Arrived, Etna Maru, from Kobe.

MONTEVIDEO, April 9.—Sailed, steamer West Notus, for Pacific coast ports.

GRAYS HARBOR, Wash., April 10.—Arrived: Frank D. Stout, from San Francisco, Saturday; Hoquiam, from San Francisco, Sunday; Daisy Gadsby, from San Francisco, Sunday; Helene, from San Francisco, today; Hokushika Maru, from Japan, today; Wm. Donovan, from San Pedro, today.

Departed: Sunday, Hanley, for Seattle; Manaires, for New York; Svea, for San Pedro; Edna Christensen, for San Pedro; Carlos, for San Pedro; Oregon, for San Pedro.

TACOMA, Wash., April 10.—Arrived: Admiral Dewey, from San Francisco; Dakotan, from Hamburg; La Touche, from Alaska ports; Providencia, from Santa Rosalia.

Sailed: Anyox, for Vancouver, B. C.; Julia Luckenbach, for New York; Admiral Dewey, for San Francisco via Seattle; Hawaii Maru, for Vancouver, B. C.

SAN PEDRO, April 9.—Arrived, steamer Neponset, from New York, for Portland.

PARA, April 8.—Sailed, steamer West Katan, for Portland.

NEW YORK, April 10.—Arrived—Mount Clay, from Hamburg; Citta di Messina, from Lisbon.

SAN DIEGO, Cal., April 10.—Arrived: Admiral Farragut, from Seattle and way ports; steamer Celilo, from Portland.

Sailed: Admiral Farragut for Seattle and way ports.

NEUFAHRLASSER, April 5.—Arrived—Latvia, from New York.

HAVRE, April 7.—Arrived—Rochambeau, from New York.

QUEENSTOWN, April 9.—Departed—Scythia, for New York.

SAN FRANCISCO, April 10.—Arrived—Johan Poulsen, from Astoria; Ecuador, from New York and Havana.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

CURACAO, Seattle for San Francisco, 318 miles from Seattle.

EDGAR F. LUCKENBACH, San Francisco for Portland, 480 miles north of San Francisco.

ERNEST H. MEYER, San Francisco for Portland, 104 miles south of the Columbia river.

JOHANNA SMITH, San Francisco for Coos bay, barbound off Coos bay, noon, April 10.

ADMIRAL RODMAN, Marshfield for Eureka, barbound inside Coos bay.

E. D. KINGSLEY, Blubber bay, B. C., for San Francisco, 360 miles north of San Francisco.

MUNAIRES, Aberdeen for Balboa, 18 miles west of Cape Blanco.

ROSE CITY, San Francisco for Portland, 206 miles south of Columbia river.

RAINIER, Port Angeles for San Francisco, 212 miles from San Francisco.

ED KINGSLEY, Blubber Bay for San Francisco, 360 miles north of San Francisco.

HORACE X. BAXTER, San Pedro for Eagle Harbor, 75 miles south of Cape Blanco.

WEST ISLIP, San Francisco for Willapa, 308 miles north of San Francisco.

WEST KEATS, Yokosama for Portland, 728 miles west of Columbia river.

RUTH ALEXANDER, San Francisco for Seattle, 107 miles from Seattle.

NORWOOD, Bellingham for Ketchikan, 70 miles from Bellingham.

EQUATOR, tug, at Port Stanley.

LYMAN STEWART, San Pedro for Seattle, 322 miles from Seattle.

LEHIGH, Grays harbor for San Francisco, barbound at Grays harbor.

STANLEY DOLLAR, Port Angeles for San Francisco, 20 miles from Port Angeles.

MATSONIA, Honolulu for San Francisco, 527 miles from San Francisco, April 9.

MAUI, San Francisco for Honolulu, 1589 miles from San Francisco, April 9.

WEST KEATS, Yokohama for Portland, 1065 miles from Portland, April 9.

CANADIAN PROSPECTOR, Vancouver for Yokohama, 736 miles from Flattery, April 9.

GRACE DOLLAR, San Francisco for Kobe, 1978 miles from San Francisco, April 9.

ROBIN GOODFELLOW, San Pedro for New York, 860 miles south of San Pedro, April 9.

SANTA ANA, Manzanillo for Champerico, 201 miles south of Manzanillo, at noon April 9.

SANTA CRUZ, San Francisco for Talara, 1312 miles south of San Francisco, April 9.

MEXICO, Mazatlan for Guaymas, 125 miles south of Guaymas, April 9.

SYLVAN ARROW, San Francisco for Hongkong, 1889 miles from San Francisco, April 9.

LA PLACENTIA, Honolulu for San Pedro, 1430 miles from San Pedro, April 9.

ANATEN, Port Angeles for Sydney, 915 miles west of San Francisco, April 9.

MINNESOTAN, New York for San Pedro, 424 miles south of San Pedro, April 9.

SEA LION (tug), San Francisco for Mexican coast, latitude 30:18 N., longitude 117:50 W.

H. T. HARPER, San Pedro for Willbridge, 323 miles south of Willbridge.

YOSEMITE, Port Ludlow for San Francisco, 80 miles north of San Francisco.

M. S. ASIA, left Port Costa for San Francisco, 4:30 P. M.

CHARLIE WATSON, Tacoma for Richmond, 444 miles north of Richmond.

ATLAS, Richmond for Aberdeen, 171 miles south of Aberdeen.

ROSE CITY, San Francisco for Portland, 205 miles south of Columbia river.

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

ENTERPRISE, San Francisco for Hilo, 503 miles from San Francisco.

SANTA INEZ, Ikatan for Bellingham, 50 miles from Bellingham.

LURLINE, Seattle for Honolulu, 629 miles from Seattle.

WEST MAHWAH, San Francisco for Honolulu, 1255 miles from San Francisco.

COLONEL E. L. DRAKE, San Pedro for Port Allen, 1020 miles west of San Pedro.

CHINA ARROW, San Pedro for Vladivostok, 1425 miles from San Pedro.

MYSTIC, Tacoma for New York, 340 miles from Cape Blanco.

SEA MONARCH, West Montop in tow, San Pedro for San Francisco, 145 miles south of San Francisco.

MERIDEN, Salina Cruz for San Francisco, 1006 miles south of San Francisco.

CURACAO, Seattle for San Francisco, 318 miles from Seattle.

CAPE ROMAIN, Jacksonville for San Pedro, 411 miles south of San Pedro.

HUMBOLDT, San Pedro for San Francisco, 122 miles south of San Francisco.

EDNA CHRISTENSON, Grays Harbor for San Francisco, 240 miles north of San Francisco.

GINYO MARU, left San Francisco for Portland at 7 P. M.

SENATOR, Astoria for San Francisco, 135 miles north of San Francisco.

RUTH ALEXANDER, San Francisco for Tacoma, 197 miles from Seattle.

SANTA RITA, Grays Harbor for San Diego, 70 miles west of San Diego.

WILLSOLO, San Pedro for New York, 800 miles south of San Pedro.

TOYAMA MARU, Japan for Vancouver, 100 miles from Flattery.

CAROLYN, Philadelphia for Tacoma, 150 miles from Flattery.

By Federal Telegraph Company.

HAMER, San Francisco for Manila, 3856 miles west of San Francisco, April 9.

U. S. A. T. EMIGS, Honolulu for Manila, 1200 miles west of Honolulu, April 9.

WENATCHEE, Shanghai for Kobe, 255 miles from Kobe, April 9.

WEST KATER, Portland for Yokohama, 2335 miles west of the Columbia river, April 9.

WEST GREYLOCK, New York for Yokohama, 2695 miles west of Cape Mala, Panama, April 9.

PINE TREE STATE, Yokohama for Seattle, 770 miles west of Seattle, April 9.

F. H. BUCK, Avon for Monterey, arrived at Monterey at 4:45 P. M.

STORM KING, towing oil barge, San Pedro for San Francisco, 65 miles south of San Francisco.

EDWARD LUCKENBACH, San Pedro for New York, 585 miles south of San Pedro.

JACOB LUCKENBACH, San Pedro for Galveston, 954 miles southeast of San Pedro.

YORBA LINDA, San Pedro for Everett, 80 miles south of San Pedro.

LA PURISIMA, Portland for Port San Luis, 431 miles north of Port San Luis.

YALE, San Pedro for San Francisco, 70 miles north of San Pedro.

MINNESOTAN, New York for San Pedro, 169 miles south of San Pedro.

LYMAN STEWART, San Pedro for Seattle, 322 miles from Seattle.

CELESTIAL, Baltimore for San Francisco, 1191 miles south of San Pedro.

CHAS. H. CRAMP, San Pedro for Jacksonville, 480 miles south of San Pedro.

HAWKEYE STATE, Honolulu for San Francisco, 699 miles west of San Francisco.

W. P. HERRIN, Linaton for Avon, 127 miles from Linaton.

Report From Mouth of Columbia.

NORTH HEAD, April 10.—Condition of the sea at 5 P. M., rough; wind, 28 miles.

Tides at Astoria Tuesday.

High.	Low.
0:12 A. M....9.2 feet	6:47 A. M....0.4 foot
12:44 P. M....8.6 feet	6:37 P. M....0.6 foot

When "No" Is Good Sometimes Isn't It Better At All Times?

A great many people have learned to say "No" to tea or coffee at noon and at night—learned it at the cost of jumping nerves and disturbed digestion.

Thousands of others who passed through that stage have learned to say "No" to tea and coffee all the time, and have found a most satisfactory "Yes" in Postum.

Postum's full, rich flavor delights the taste and meets all the demands for a hot, mealtime drink, and it contains no element that can harm anybody. Even little children may share in the delights of a hot cup of Postum with any meal.

Whether or not the thein in tea or the caffeine in coffee has begun to serve warnings on you, you can profit by the experience of others and by the information which any doctor can give you—and find charm without harm in Postum.

Suppose you make the test for ten days, with well-made Postum, and compare the "feel" with your former experience with tea and coffee.

Your grocer sells both forms of Postum: Instant Postum (in tins) made instantly in the cup by the addition of boiling water. Postum Cereal (in packages of larger bulk, for those who prefer to make the drink while the meal is being prepared) made by boiling for 20 minutes.

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The Play That Made New York Laugh for One Solid Year.

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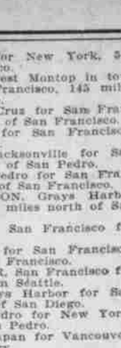
BETTER, BIGGER THAN EVER.
Address checks, postoffice money orders, Heilig Theater. Include self-addressed stamped envelope. Add 10 per cent war tax.
EVES.—Floor, $2.50; Balcony, five rows $2, four rows $1.50, 13 rows $1; Gallery, 7 rows (reserved) 77c, admission 50c.
SAT. MAT.—Floor, $2; Balcony, five rows $1.50, 17 rows $1; Gallery, seven rows (reserved) 77c, admission 50c.

Scratching is dangerous and increases the itching. Resinol stops it. There is nothing better to relieve the torment of eczema and restore skin health

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