PROPERTY OWNERS MAKE PLEA FOR FILL

Commission Considers Work in Guild's Lake Section.

COMMITTEE IS CHOSEN

Investigation to Be Made as to Cost of Project—Co-operation Is Pledged by Petitioners.

Impressed with the value of undertaking a vast fill on west side property in the Guild's lake section with material dredged from the channel project now under way between Swan island and the west shore, property owners attending a meeting of the Port of Portland commission yesterday not only promised co-operation but named a committee to represent them in future negotiations.

Several hundred acres are embraced in the area it is proposed to fill first. The river frontage is close to 8000 feet, with more land below that may be brought into the zone later. A fill here, it was estimated by James Polhemus, general manager of the port, could range in depth from 24 to 30 feet, which was held to be adequate in raising the surface to a proper level for industrial purposes. The question of expense was discussed in a general way, the port's attitude being that the work could be undertaken on a cost basis. Thus the property would not carry the entire burden, it was explained by Frank M. Warren, president of the commission. The commission would ascertain the cost and work out proportionate figures for the fill, the port taking into consideration the value of the channel operations from its standpoint and leaving the remainder to be charged for the fill.

Payment Is Discussed.

The port has authority for the formation of improvement districts and to include any stretch in such an area. It was suggested that 20 years might be allowed for payment, interest to begin after ten years and to run at 5 per cent. However, such details were discussed only in a general way. J. Kerr of Carey & Kerr, representing the Reed Institute, said he felt that the principles of the proposition were satisfactory and that the next important move was to go into details and ascertain if the property would stand the expense. He offered to join in conferences to determine what should be done.

The property owners nominated Mr. Kerr chairman of a committee, with power to appoint two other members. Mr. Kerr named Fred Strong and a third member will be designated shortly. The commission's committee was chosen to include President Warren, General Manager Polhemus and Commissioner Kenworthy. Manager Polhemus will provide the property owners' committee with data and charts showing the various parcels of land embraced in the proposed project.

Those present at the meeting on behalf of the property owners included Robert Strong for the Cook property, 14 acres; Richard Wilder for Percy Blythe, 32 acres; W. B. MacKay for North Pacific Lumber company, 33 acres; W. K. Smith for Ukiah Investment company, 7½ acres; Mrs. Mary Woodworth for 21 acres; Luther Steel for the Security Savings & Trust company, 42½ acres; Mr. Kerr for Reed Institute, 35 acres; Fred H. Strong, 42 acres; B. E. Palmer, general manager for North Pacific Terminal company, 102 acres. Other owners are to be asked to participate and opportunity to obtain a fill in the same way will be given land holders in Mock's Bottom, on the east side.

Fill Now Being Made.

The port has under way at present fill for the new railroad terminal in the lake district made with material dug from the channel. It is estimated that 10,000,000 cubic yards of material would be sufficient for the port's property outside of the terminal project, but that would be a minimum to take care of the channel requirements.

In taking up other matters after the property owners left the meeting the commission was asked to give consideration to the pasturing of 15 cows on Swan island and also as to the future of log booms maintained there by towboat interests. It was decided to refer details of tenancy there to the general manager and secretary and treasurer, occupancy or privileges to be allowed only on a monthly basis. It was voted to abide by the choice of employes of the commission in selecting the service of the National Hospital association for the coming year.

With reference to an application of the commission of public docks for a fill at terminal No. 1, it was voted that the work be undertaken on a cost basis.

Consideration of insurance matters resulted in the commission deciding to go into various details of such protection with a view to carrying its own insurance and accumulating a fund through premiums ordinarily paid for policies.

WHEAT SHIPMENTS INCREASE

Portland's Gain Appreciable; New Orleans Movement Falls.

Comparisons made on wheat moved from Portland with that floated from New Orleans, the latter usually being first or second in wheat shipments, show that in the period from July 1, 1921, to March 31, 1922, Portland has exported 28,662,826 bushels, while New Orleans has moved 29,059,639 bushels. In the same period in the preceding season New Orleans shipped 56,356,[illegible] bushels and Portland 15,773,943 bushels.

The data was compiled by G. B. Hegardt, chief engineer of the commission of public docks, who points out that while the New Orleans movement shows a falling off, Portland's gain is appreciable. Parcel grain shipments floated these days in liners move in considerable volume for a month's time and many of the single lots are comparable in size with some dispatched as full cargoes in former days when square riggers carried the cereal fleet.

Gothic Star's Tanks Leaking.

That the British steamer Gothic Star was returning to Colon with her oil tanks leaking and danger of her couple cargo being damaged, was the text of a message that reached the Merchants Exchange from the coast yesterday. The vessel loaded apples here and on Puget sound for European delivery and sailed from San Francisco March 24.

Captain Proud of Motor Tanker.

No prouder skipper was in the harbor yesterday than Captain Sullivan of the new motorship H. T. Harper, which is owned by the Standard Oil company and is on her first voyage to the city. She carries 37,000 barrels of cargo and, with twin screws driven by full Diesel engines, is credited with making a good showing as to sea behavior that compares with some of her larger sisters in the steam fleet. Other than propulsion power, electricity is used not alone for winches and the like but for the galley range.

Port Engineer Employed.

ABERDEEN, Wash., April 13. — (Special.)—C. M. Hurlburt of Portland has been named temporary resident port engineer to replace C. R. Wright, resigned, it was announced today by the Grays Harbor port commission. A permanent resident engineer is now being sought, but the choice may be delayed some time. Mr. Hurlburt has been connected with federal and state reclamation service for about three years.

INSPECTION TRIP TODAY

BUSINESS MEN TO VIEW DOCKS AND TERMINALS.

Party Will Visit Plant of Peninsula Lumber Company and Portland Vegetable Oil Mills.

Missionary work at home is the object of the Chamber of Commerce in a boat trip to be given today around Portland's harbor. The belief that business men of the city were not sufficiently familiar with the activities of the port led the committee of 100 of the chamber to organize an excursion trip, and the traffic bureau of the port and dock commissions gave its enthusiastic co-operation.

More than 200 reservations for the trip had been made last night, and it is expected that the maximum of 325 will be reached before sailing time. The trip will be made on the steamer Undine of the Harkins Transportation company, which will leave the Alder-street dock at 11:30 o'clock and return there at about 4 o'clock.

Luncheon will be served in the dock commission's cafeteria at municipal terminal No. 4. After a thorough inspection of that terminal and the grain elevator and visits to vessels working cargoes at the big terminal, the party will start back, stopping at the public drydocks, Peninsula Lumber company's mill, plant of the Portland Vegetable Oil Mills company and at other places of interest.

As part of its move to educate business men in regard to the commercial life of their own city, the committee of 100 is planning also to conduct land excursions to the principal industries of Portland, visiting a different industry each week.

GEORGE CONWAY, 24, MASTER

Young Man Passes Test and Becomes First Officer of Steamer.

George Conway Jr., remembered by mariners as a boy who was a frequent visitor to old Ash-street dock when his father, Captain George Conway, was superintendent of the O.-W. R. & N. water lines, yesterday became licensed master at 24 years of age, his mother having been advised by telegraph that he had passed an examination at San Francisco. At present he is first officer of the steamer Eldridge, which the Admiral line has operated in the Pacific trade.

Captain Conway Jr. is a member of the Multnomah club and graduated at Lincoln high in 1917. During the war he served aboard the transport Mongolia, being 23 months in the service. When his sea kit is ashore he resides with his mother at 335 Broadway.

March Movement Brisk.

In his report for March, G. B. Hegardt, chief engineer of the commission of public docks, shows revenue of terminals were $46,535.92. At Terminal No. 4 there were 27 deep-water vessels berthed, while Terminal No. 1 exceeded that number by two and thereby established a new high mark in the way of carriers accommodated in a single month. The carriers dispatched from No. 4 carried 5,500,000 feet of lumber and 12,500 tons of general cargo and cereals.

Marine Notes.

The steamer Davenport, one of the steam schooner fleet from San Francisco, made the river yesterday and proceeded to Prescott to start her return cargo of lumber.

The Japanese steamer Holland Maru, here to work wheat for the United Kingdom, berthed at Montgomery dock on her arrival from Japan.

The Japanese steamer Genyo Maru, in the Toyo Kisen Kaisha service, was an arrival last night, coming from Japan via San Francisco on her way to the west coast. She went to the Peninsula mill to line for wheat. The vessel has a number of passengers aboard and more will join her here for the run to South America. The Genyo is one of the new steamers of the fleet and is on her initial visit to Portland.

The Japanese steamer Port Said Maru moved through the harbor late yesterday from the Inman-Poulsen mill to a berth at terminal No. 4, to load additional cargo for Japanese ports.

The steamer West Keats of the Columbia Pacific Shipping company's far eastern service, came into the harbor last night. She brought more than 1000 tons of cargo for the Portland Vegetable Oil Mills company and the first shipment of gunnies to Portland direct since a rate differential was removed, as compared with Puget Sound, a month ago. She will start unloading today at terminal No. 1.

The Japanese steamer Shinkoku Maru, loading the first of two cargoes she is to carry to Shanghai under charter to the Wilcox-Hayes company, is to leave Westport late today or early tomorrow.

The motorship Babinda, of the Ocean Motorship Corporation's line, will leave terminal No. 2 for terminal No. 4 early this morning in picking up cargo for her return to San Francisco and San Pedro.

The steamer American, of the United American lines, is to get away from the river today for the east coast.

The steamer Montana, of the French line, departed last night on her return to continental ports via Central American harbors.

The tug Akutan, which is due to be lifted on drydock before heading for Alaska, reached the harbor yesterday from her winter quarters at Goble.

The steamer Edgar F. Luckenbach, of the Luckenbach fleet, was lifted on the new 13,000-ton drydock late yesterday. It is planned to float her today after the hull is cleaned and painted.

The Japanese steamer Tamatsu Maru failed to get away yesterday as planned, but is to depart for Yokohama and Kobe early today.

The steamer Hannawa, of the Columbia Pacific Far Eastern line, moved to terminal No. 1 from the Crown mill yesterday.

The steamer City of Rangoon, which Norton, Lilly & Co. are dispatching for Europe in the Ellerman's Wilson line, moved from a berth at the North Bank dock to another at terminal No. 1 yesterday.

The Atlantic, Gulf & Pacific steamer Cape Romain is gaining time on her early schedule and her arrival has been advanced to April 19. She will get away the following day on her return to the Atlantic side.

The steamer Ryder Hanify, loading lumber for San Pedro, came into the harbor last night from Prescott and berthed at the Clark & Wilson mill.

Tides at Astoria Friday.

High.	Low.
2:13 A. M.....9.4 ft.	9:06 A. M.....0.9 ft.
8:10 P. M.....7.7 ft.	9:08 P. M.....2.0 ft.

Report From Mouth of Columbia River.

NORTH HEAD, April 13.—Condition of the sea at 3 P. M., rough. Wind 16 miles.

Read The Oregonian classified ads.

PORT TO PROVIDE CREOSOTE STORAGE

Proposed Cargoes to Japan to Be Cared For.

FUEL OIL TANK PROMISED

Commission of Public Docks to Give Help if Portland Is Made Gateway for Shipments.

Negotiations for the purchase of creosote in the United States for shipment to Japan, contingent on several cities deciding to pave streets with wood blocks, have brought up a question of storage for creosote in preparation for shipment in parcel lots, and the commission of public docks will arrange for storage in a fuel oil tank at Terminal No. 4 if Portland is made a gateway for the exports.

The matter came up at yesterday morning's meeting of the commission through H. L. Hudson, traffic manager of the port. Because of probable contamination, the use of vegetable oil tanks was said to be impracticable.

Parcel Lots to Be Shifted.

The understanding is that the oil will go forward in parcel lots, regular steamers taking it in deep tanks, and that the first lot assembled may be about 2000 tons.

The commission decided to permit the Page Investment company to lease a part of its property at East Water street and Hawthorne avenue to the McGregor Steel & Boiler company, with the present structures thereon. Permits for the buildings were given September 10, 1918, during war construction work, and it is said the character of construction is satisfactory for boiler shop purposes. The company is negotiating with a machine shop for another lease and the commissioners expressed themselves as willing to consent to the occupancy of the buildings by similar industries.

It was decided to call for bids on the installation of electric service connections on pier No. 5, terminal No. 4, so vessels would have lights in the event their machinery was shut down while in the berth. The service is to be charged for on a meter basis.

Refrigeration Is Approved.

Needed refrigeration for the care of foodstuffs in connection with the cafeteria maintained at the terminal was approved, and proposals will be called for. The cost is estimated at $1000. It was decided not to install brush machines at the grain elevator for cleaning cereals because of prospective limited use, and the fact the installation would cost close to $6000.

In a communication from W. R. Grace & Co. the commission was thanked for special efforts put forth through Captain Speiler to facilitate the dispatch of the steamer Santa Cruz in March. As a complaint on facilities had been made before by the same interests, the commendatory letter was well received.

Regarding an automobile listed with the police department equipment that has been used by Captain Speier, a demand for its delivery back to the police by tomorrow was made by Chief Jenkins, who said the force was short of vehicles. The commission authorized the purchase of a machine to replace it.

Fruit Handling Discussed.

Refrigeration storage for orchard and farm products was discussed and the commission will meet with chamber of commerce representatives and growers in the next few days to take up the situation.

The commission adjourned to 11 o'clock a week from today, when bids are to be opened for the construction of a transit shed at a new unit of terminal No. 1, which is under way on property formerly occupied by the Willamette Iron & Steel Works.

Pacific Coast Shipping Notes.

ASTORIA, Or., April 13.—(Special.)—The schooner Thistle, with lumber from San Francisco, arrived from Portland at 7 o'clock this morning. She will be towed to the bay city by the steamer Mukilteo, leaving within the coming few days.

After discharging cargo from New York at Portland, the steamer Florence Luckenbach left at 2 o'clock this morning for Mobile, via Puget sound.

The schooner Anne Hanify, laden with 285,000 feet of lumber from Portland, 175,000 feet from Westport, left at 8 o'clock last night for San Pedro.

The Norwegian steamer Hektor, after discharging freight and passengers from the orient at the port terminals, shifted at 11 o'clock last night to Rainier, to take on lumber. Later she will go to the Inman-Poulsen mill and will finish at Wauna.

The Japanese steamer Ginyo Maru arrived at 6 o'clock this morning from San Francisco and went to Portland.

The Japanese steamer Belgium Maru shifted at 9 o'clock last night from Portland to the Hammond mill, where she is loading 400,000 feet of lumber. The Japanese steamer Tamatsu Maru will shift to the same plant today.

The steamer West Keats arrived at 9:30 this morning from Manila, via Yokohama, with freight for Portland.

The steam schooner Daisy Freeman is due from San Francisco and is to load lumber at Warrenton and some other point on the river.

The Japanese steamer Kureha Maru is scheduled to leave tonight for the orient with freight from Portland.

The steam schooner Daisy is expected to finish loading a full cargo of lumber tomorrow at Knappton.

The tank steamer Bohemian Club will be due tomorrow morning from California with a cargo of fuel oil for Portland.

The steamer American, which is loading lumber at Westport, is expected to shift to the port terminals tomorrow. She is scheduled to pick up the oriental freight left here by the Norwegian steamer Hektor, for trans-shipment to New York.

TACOMA, Wash., April 13.—Explosives from New Orleans marked the freight of the steamer Carolyn, Captain A. P. Nash, which arrived at Dupont Wednesday afternoon from the gulf port. This cargo, it is said, is a part of the supplies sold by the government and will be revamped into material suitable for commercial uses.

While Captain Nash is making his first voyage to the Pacific coast, the Carolyn has been here before. The vessel about five years ago was in the coasting trade out of here but for some time has been running out of Atlantic coast ports. The vessel is owned by the Bull Steamship company, but under time charter, it is said, to the E. I. Dupont de Nemours company. On the passage up the coast from Los Angeles, the vessel experienced very disagreeable weather but came through without mishap. The vessel will be here several days discharging and then load, it is thought, at some down sound port for the Atlantic.

Word received at Tacoma today by the Baker dock company, agents for the Charles Nelson line, announced a reduction of rates on freight between Tacoma and Seattle commencing May 1. This reduction amounts to seven and one-half cents per hundred on less than carload lots and four cents on carload lots. Vessels of this line have handled a great deal of freight in and out of Tacoma and other sound ports and the reduction means a big saving to shippers, it is said.

Fine time is being made by the steamer Pennsylvania of the American-Hawaiian line from New York to Tacoma. The vessel is due here tomorrow morning and will go into the Northern Pacific dock this trip, according to the Baker dock company, agents of the vessel. The Pennsylvania will be out 27 days from New York when it arrives here which is one of the fastest trips made by intercoastal line vessels.

The Thomas Crowley from California ports arrived at the smelter this afternoon. The steamer has lumber to load here, it is said, for San Francisco.

The Hanley, Captain Fred Warner, arrived here this afternoon from Grays Harbor. The vessel has steel to load beside flour and lumber for the Orient. This vessel is operated by the Pacific Steamship company. Captain Warner is one of the old-time shipmasters and for years was on the Alaska trade.

GRAYS HARBOR, Wash., April 13.—(Special.)—The steamer Tamalpais arrived at 8 A. M. from San Francisco and is loading at the E. K. Wood mill, Hoquiam.

The steamer Brazil Maru, from Muroran, Japan, arrived at the Grays Harbor mill, Hoquiam, for cargo at noon.

The steamer Caoba arrived at the Western mill, Aberdeen, at 8 A. M. from San Francisco.

The steamer San Jacinto dropped down to the lower harbor this afternoon preparatory to sailing. She loaded at the E. K. Wood mill, Hoquiam.

The steamer Helene shifted from the American Lumber & Shingle plant to the American mill, Aberdeen, and the steamer Idaho to the National mill, Hoquiam, from the Grays Harbor mill, Hoquiam.

SAN PEDRO, Cal., April 13.—A waterlogged derelict was sighted Wednesday afternoon by the freighter Hattie Luckenbach, 150 miles south of San Pedro and 90 miles offshore. No sign of life was observed on board.

The motorship Beobyalla arrived today from Portland, Or., with one of the largest tonnages of print paper ever brought here.

The submarine tender Camden and S-R type submarines left early today for Mare Island navy yard. The vessels will undergo their annual overhauling at the yard.

VANCOUVER, B. C., April 13.—The United America line steamship Dakota, Captain Carlisle, is in port loading wheat for the United Kingdom. The Swedish motorship Valparaiso, Captain Evellus, shifted today to the sugar refinery.

A. Hoegendijk, Siberia manager for the Hudson's Bay company, has arrived in the city. He will sail on the steamer Bay Chimo when she goes north late this month or early in May.

B. L. Johnson, Walton & Co., reports the departure for Japan direct of the steamer Spain Maru, Captain Nakashima, with 3,000,000 feet of lumber.

VICTORIA, B. C., April 13.—Thirteen days out from Yokohama, the Blue Funnel liner Talthybius made port here today. Captain Wilkinson reports a fine crossing.

The Talthybius carried a full cargo of general merchandise. Several hundred Chinese were on board, including 40 for Jamaica and the remainder for Vancouver and sound ports. The master, second and third mates, with the chief engineer of the liner, are to be relieved after the usual 12 months' service on this run.

COOS BAY, Or., April 13.—(Special.)—The steamer Johanna Smith put to sea at 1:30 A. M., with a lumber cargo, bound for San Francisco.

The steam schooner John B. Stetson, arriving at 9:15 A. M., brought general freight to the Ocean dock. The Stetson captain had not learned where the schooner was to load at a late hour this afternoon.

The Egenoff loading dock was inspected yesterday by a government engineer, who ordered discontinuance of tying rafts beyond the booms in the ship channel.

The Oregon Export company mill was attached today and is in possession of Sheriff Ellingsen.

SEATTLE, Wash., April 13.—Announcement was made here today of the appointment of C. W. Wiley as chairman of the boards of both the Todd Drydocks, Inc., of Seattle and the Todd Drydock & Construction corporation of Tacoma. He had been president of both concerns since their organization. He is succeeded as president of the Todd Drydocks, Inc., by H. W. Kent of Seattle, and as president of the Todd Drydock & Construction corporation by J. A. Eves of Tacoma.

Other promotions announced were: A. R. Hunt, assistant general manager, to vice-president of the Seattle corporation; O. M. Lund, secretary and assistant treasurer, to secretary and treasurer of the same concern, and W. C. Nickum, naval architect, and John Gardner, head of the engineering department, to vice-presidencies in the Tacoma corporation.

The Blue Funnel liner Talthybius arrived in port today from the far east with 4000 tons of cargo for Seattle and Vancouver, B. C., discharge.

The liner Pine Tree State discharged 5780 tons of freight, the equivalent of more than 5000 measurement tons, at the port of Seattle terminal today in a total of 41 hours, with five hours substracted from this amount for discharge of passengers. This was declared to be a record for this port for the last five years. The Pine Tree State will go to Bremerton tomorrow for extensive overhaul and repairs.

The steamship West Nilus made port here today from a trip around the world in the joint service of the Admiral line and the Barber Steamship company of New York. She will be returned to the shipping board for tie-up or reassignment. The steamer Ocean Prince, of the Furness-Withy service, arrived here today with cargo from North Europe.

SAN FRANCISCO, April 13. — The steamer Willpolo of the Williams line, now en route to San Pedro in tow of the Panama canal tug Tavernila, will be brought here for repairs, the owners announced today. The Willpolo dropped its propeller 700 miles north of Balboa on route to this port. It will be brought from San Pedro to San Francisco by the Red Stack tug Sea Lion.

The Pacific Mail Steamship company announced the steamers Creole State and Wolverine State will call at Honolulu and Hongkong, Port Darwin, Manila and Iloilo. The steamers formerly were on the oriental run with Calcutta as a port of call. The shipping board steamer Hawkeye State arrived here today from Honolulu on its last run under the management of the Matson Navigation company. It will leave for Baltimore April 18 to be turned back to the board, which will reallocate it to the United States shipping board for the New York-Bremen run.

The gasoline tug Sparrow, built by the W. S. Stone Shipbuilding company for the Alaska Packers' association, was launched here today. It will be shipped north in three or four days on the deck of one of the salmon packers.

Lawrence Jordan Salvadore, a representative of W. R. Grace & Co., and Miss Elvira Coburn, both of San Francisco, were married this afternoon on board the Pacific Mail steamer Santa Ana, en route to San Salvador.

The ceremony was performed by Captain C. M. Cochran, at the wish of the bride, to avoid the complications of the San Salvador marriage law and to have the wedding under the American flag.

Reports of the harbor board on incoming and outgoing tonnage in San Francisco for the week ending today show a total of 108,279 tons, 56,641 of which was inbound, and 51,665 was outbound.

SHIP USES 1916 CHART

MANY PILOTS LACK LATEST PORT INFORMATION.

Traffic Bureau to Distribute Copies of Guides Issued by United States Engineers.

Finding of a chart of the Columbia river aboard the steamer Portland Maru yesterday that was gotten out in 1916 was cited by the traffic bureau of the port and dock commissions as only one of numerous instances in which masters of vessels making the river did not have access to recent information relative to conditions. The chart was obtained in Japan and investigations of the port authorities disclose that vessels in foreign ports bound this way often buy obsolete charts.

The traffic bureau distributed several hundred of the latest charts last year and the same policy is being followed again. A shipment was received last week of copies of the latest entrance chart issued by the United States engineers. While foreign ships and American vessels bound from off-shore ports, as well as most of the intercoastal fleet, are handled in and out of the river by pilots, it is felt the distribution of charts to vessels coming here as well as those sent to headquarters of shipping concerns in various parts of the world, serves a valuable purpose.

The Oregonian publishes practically all of the want ads printed in the other three Portland papers, in addition to thousands of exclusive advertisements not printed in any other local paper.

SUBSIDY PLAN EXPLAINED

EQUITABLE AID FOR EVERY TYPE OF SHIP IS AIM.

All Methods of Other Countries Declared Considered and Centered on Three Plans.

WASHINGTON, D. C., April 13.—Proposed government aid to American shipping interests was calculated by framers of the administration merchant marine bill with a view to providing equitable assistance for every type of vessel, R. C. Merrill, director of the shipping board of research today told the senate commerce and merchant marine committees.

In describing what nature of "direct aid" should be afforded, all methods used by other countries were considered he said, and centered on three plans. In the end two of these, the committees were informed, were rejected because they did not take into consideration speed of ships in addition to their size and the distance covered by them.

The plan incorporated in the bill, Mr. Merrill contended, places proper emphasis on all three factors and if put into force, the financial aid of the government would assure the operation of large speedy liners as well as afford needed assistance to owners of smaller ships.

Mr. Merrill discussed wage and crew subsistence differentials existing between American and British ships and the higher "first cost" construction charges, interest and insurance the American ship owner is forced to bear.

Direct and indirect aids provided for in the bill pending before the two committees have the effect, he said, of leveling the differentials by placing American shipping interests in a position to pay the higher charges without loss in comparison with foreign countries.

The committees were told that the statement was all too common, that the ingenuity of American crews could make up for the difference in operating costs. This to a certain extent, Mr. Merrill says, may be true of passenger and passenger cargo ships, but is a false surmise in the case of tramp steamers.

Movements of Vessels.

SEATTLE, Wash., April 13.—Arrived, Talthybius, from Manila; Pennsylvania, from Boston; Admiral Schley, from San Pedro; West Nilus, from Havana; West Haven, from New York; Toyama Maru, from Kobe; Ocean Prince, from Liverpool; Latouche, from Tacoma; Admiral Nicholson, from Port Blakeley. Sailed, Admiral Nicholson, for Hidden inlet; Depere, for Valparaiso; Africa Maru, for Manila; Hektor, for Glasgow; Lyman Stewart, for Hektor, for Dunsmuir, for southwestern Alaska.

KETCHIKAN, April 13.—Sailed, Queen northbound.

JUNEAU, April 13.—Sailed, Princess Mary, southbound.

RAYMOND, Wash., April 13.—(Special.)—Sailed, Chas. Christenson, 12 (noon), for San Pedro. Arrived, Raymond, 1 P. M., from San Pedro.

TACOMA, Wash., April 13.—Arrived, Hanley, from Grays Harbor; Thomas Crowley, from San Francisco; Etna Maru, from Yokohama, via ports. Sailed, Latouche, for Alaska ports, via Seattle; Steel Scientist, for Liverpool; Amur, for Vancouver, British Columbia.

SAN PEDRO, Cal., April 13.—Arrived, Humboldt, from San Francisco via Redondo; Santa Rita, from Grays Harbor; yacht Nenetia, from San Francisco; Fort Bragg from Fort Bragg via Redondo; Senator, from Portland, via San Francisco. Departed, Humboldt, for San Francisco; Senator, for San Diego; Siskiyou, for Bellingham; Shasta, for Grays Harbor; Fred Baxter, for Vancouver, B. C.; Chattanooga, for Portland, via San Francisco.

PORTLAND, April 13.—Arrived at 5:30 P. M., Japanese steamer Ginyo Maru, from San Francisco; at 10:45 P. M., steamer West Keats, from orient. Sailed at 9 A. M., Japanese steamer Kureha Maru for Japan; at 11 P. M., French steamer Montana for Europe, via Central America.

ASTORIA, April 13.—Sailed at 8 last night, steamer Anne Hanify for San Pedro; at 2 A. M., steamer Florence Luckenbach for New Orleans, via Puget sound. Arrived at 6 and left up at 9 A. M., Japanese steamer Ginyo Maru, from San Francisco; at 9:50 A. M. and left up at 12:30 P. M., steamer West Keats, from orient.

SAN FRANCISCO, April 13.—Arrived at 8 A. M., steamer Thos. P. Beal, from New York for Portland; at 10 A. M., Danish steamer Kima, from Portland and Copenhagen; at 10 A. M., steamer Julia Luckenbach, from Portland for New York and Philadelphia.

SHANGHAI, April 9.—Arrived, Dutch steamer Tjileboet, from Portland.

BALTIMORE, April 13.—Arrived: Venezuela, from San Francisco, via Havana.

KOBE, April 9.—Arrived: Louise Nelsen, from Portland.

NEW YORK, April 12.—Arrived, steamer Iowan, from Portland.

COLON, April 13.—British steamer Gothic Star returning with oil tanks leaking, threatening damage to apple cargo, bound from Portland for Europe.

BOSTON, April 12.—Sailed, steamer Alaskan, from Hull for Portland and Puget sound.

KOBE, April 9.—Arrived steamer Pawlet, from Portland.

HAVRE, April 10.—Arrived, British steamer City of Lincoln, from Pacific coast ports.

SHANGHAI, April 11.—Arrived, Norwegian steamer Niels Nielsen, from Portland.

SAVANNAH, April 12.—Arrived, Danish steamer Arabian, from Portland.

HONGKONG, April 13.—Arrived: Venetia, from Portland.

ROTTERDAM, April 13.—Arrived: Rotterdam, from New York.

NEW YORK, April 13.—Arrived: Homeric, from Southampton; Megali Helas, from Patras.

QUEENSTOWN, April 12.—Arrived: Hudson, from New York.

HAVRE, April 10.—Arrived: La Lorraine, from New York.

SINGAPORE, April 11.—Arrived: M. S. Dollar, from San Francisco.

SYDNEY, April 12.—Arrived: Niagara, from Vancouver.

MANILA, April 12.—Arrived: Bay State, from Seattle; Empress of Russia, from Vancouver.

SHANGHAI, April 12.—Arrived: China, from San Francisco; Monteagle, from Vancouver.

HAVRE, April 12.—Arrived: St. Joseph, from San Francisco.

WELLINGTON, April 12.—Sailed: Tahiti, for San Francisco.

NEW YORK, April 13.—Sailed: Kennecott (motor), from San Francisco.

LONDON, April 13.—Sailed: Centennial State, for New York.

PLYMOUTH, April 13.—Sailed; Niew Amsterdam, for New York.

NEW YORK, April 13.—Sailed: Old North State, for Queenstown; Bayern, for Hamburg.

MARSEILLES, April 12.—Sailed: Asia, for New York.

BUENOS AIRES, April 12.—Sailed: Southern Cross, for New York.

SOUTHAMPTON, April 13.—Sailed: Resolute, for New York.

NEW YORK, April 13.—Sailed: Guiseppe Verdi, for Naples.

Port Calendar.

To Arrive at Portland.

Vessel—	From	Date
Bohemian Club	San Fran.	Apr. 14
Dakotan	New York	Apr. 14
Admiral Evans	San Diego	Apr. 14
Sydic	Australia	Apr. 15
Narenta	Europe	Apr. 15
Kinderdijk	Europe	Apr. 15
Cello	San Fran.	Apr. 17
West Keats	Orient	Apr. 17
Babinda	San Fran.	Apr. 19
Cape Romain	New York	Apr. 19
Depere	Puget sound	Apr. 20
Dinteldijk	Europe	May 5
Henry S. Grove	New York	May 6
Cardiganshire	Europe	May 20

To Depart From Portland.

Vessel—	For	Date.
Ed. Luckenbach	New York	Apr. 14
Tamatsu Maru	Orient	Apr. 14
Rose City	San Fran.	Apr. 14
City of Rangoon	Europe	Apr. 15
Montana	Europe	Apr. 15
Babinda	San Pedro	Apr. 15
Admiral Evans	San Diego	Apr. 15
Hannawa	Orient	Apr. 17
Sydic	Australia	Apr. 20
Cape Romain	New York	Apr. 20
Ginyo Maru	S. America	Apr. 21
Celilo	San Fran.	Apr. 21
Admiral Rodman	S. P. and way	Apr. 21
Genoa	Orient	Apr. 22
Depere	West coast	Apr. 22
Henry S. Grove	New York	May 8

Vessels in Port.

Vessel—	Berth.
American	Westport.
Annette Rolph	Albers.
Akutan	Drydock.
Ansel S. Brooks	Supple's.
Berlin	North Bank.
Dauntless	N. P. L. Co.
Edgar F. Luckenbach	Drydock.
Egeria	Mill street.
Ecola	Drydock.
Ginye Maru	Irving.
Hannawa	Albina.
Hanna Nielson	Prescott.
John C. Kirkpatrick	Terminal No. 4.
John W. Wells	Drydock.
Kalan Maru	Terminal No. 4.
K. V. Kruse	Astoria.
Levi G. Burgess	American Can Co.
Levi W. Ostrander	Astoria.
Las Vegas	St. Johns.
Montague	St. Johns.
Patsy	Drydock.
Port Said Maru	Inman-Poulsen.
Portland Maru	Harvey dock.
Rose City	Ainsworth.
Shinkoku Maru	Astoria.
St. Nicholas	Astoria.
Tamatsu Maru	Eastern-Western.
Thistle	Astoria.
Yeifuku Maru	Peninsula Lbr. Co.
City of Rangoon	Terminal No. 1.
West Keats	Terminal No. 1.
Babinda	Terminal No. 2.
H. T. Harper	Willbridge.
Holland Maru	Montgomery.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at station O, 282 Oak street):

For China, Japan and Philippines, 11:30 P. M., April 14, per steamer Silver State, from Seattle.

For Hawaii, 7:45 P. M., April 17, per steamer Empire State from San Francisco.

For China, Japan and Philippines, 11:30 P. M., April 19, per steamer Empress of Asia from Seattle.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

NANKING, orient for San Francisco, 1320 miles west of San Francisco, April 12.

CHINA ARROW, San Pedro for Vladivostok, 1858 miles from San Pedro, April 12.

MANUKAI, San Francisco for Honolulu, 1990 miles west of San Francisco, April 12.

HYADES, San Pedro for Kahului, 1780 miles south of San Pedro, April 12.

WEST MAHWAH, San Francisco for Honolulu, 350 miles from Honolulu, April 12.

WEST KEATS, Yokohama for Portland, 149 miles west of Columbia river, April 12.

ARDMORE, Talara for Vancouver, 2035 miles south of Vancouver, April 12.

K. I. LUCKENBACH, Philadelphia for San Pedro, 620 miles south of San Pedro, April 12.

SYLVAN ARROW, San Francisco for Hongkong, 2599 miles from San Francisco, April 12.

HAWKEYE STATE, Honolulu for San Francisco, 80 miles from San Francisco, April 12.

REGULUS, Honolulu for Port Townsend, 295 miles northwest of Honolulu, noon April 12.

WAIKAWA, Samoa for San Francisco, 750 miles from San Francisco, April 12.

MANOA, Honolulu for San Francisco, 1971 miles west of San Francisco, April 12.

CANADIAN PROSPECTOR, Vancouver for Yokohama, 1409 miles from Flattery, April 12.

WILLSOLO, San Pedro for New York, 1325 miles south of San Pedro, April 12.

SANTA CRUZ, San Francisco for Talara, 2150 miles south of San Francisco, April 12.

ROBIN GOODFELLOW, San Pedro for New York, 1257 miles northwest of Balboa, April 12.

COLUSA, Callao for San Francisco, 2660 miles south of San Francisco, April 12.

SANTA VERONICA, Port San Luis for Philadelphia, 1686 miles southeast of Port San Luis at noon April 12.

AZUMASAN MARU, Yokohama for San Francisco, 1650 miles northwest of San Francisco, April 12.

HAROLD DOLLAR, Kobe for San Francisco, 2100 miles from San Francisco, April 12.

UNDAUNTED, Portland for Cape Town, 1800 miles south of Columbia river.

MYSTIC, Tacoma for New York, 118 miles, 240 degrees, from San Diego.

WILHELMINA, San Francisco for Honolulu, 408 miles from San Francisco.

LURLINE, Seattle for Honolulu, 1489 miles from Seattle.

STEEL INVESTOR, New Orleans for San Pedro, 1051 miles southeast of San Pedro, noon.

EAGLE, San Pedro for New York, 450 miles south of Cape San Lucas.

LEHIGH, Grays Harbor for San Francisco, 244 miles north of San Francisco.

CANADIAN ROVER, Alberni for San Pedro, 600 miles north of San Pedro.

EL LOBO, Vancouver for San Francisco, 365 miles north of San Francisco.

MADAWASKA, Cuba for Comox, 100 miles south of Eureka.

CANADIAN FARMER, San Francisco for Victoria, 200 miles north of San Francisco.

GENOA MARU, left San Francisco for Colon, C. M.

AVALON, San Francisco for Willapa Harbor, off Point Bonita.

ENTERPRISE, San Francisco for Hilo, 1404 miles from San Francisco.

KINDERDIJK, Punta Arenas for San Pedro, 390 miles south of San Pedro.

MINNESOTAN, San Pedro for San Francisco, 88 miles south of San Francisco.

NANKING, orient for San Francisco, 997 miles west of San Francisco.

SEA RANGER, tug, pontoon in tow, San Francisco for San Pedro, 57:20 degrees north, 122:34 west.

K. I. LUCKENBACH, Philadelphia for San Pedro, 337 miles south of San Pedro.

SEA MONARCH, West Montop in tow, San Pedro for San Francisco, 100 miles north, 122:34 west.

K. I. LUCKENBACH, Philadelphia for San Pedro, 337 miles south of San Pedro.

AZUMASAN MARU, Yokohama for San Francisco, 1650 miles northwest of San Francisco, April 12.

HAROLD DOLLAR, Kobe for San Francisco, 2100 miles from San Francisco, April 12.

UNDAUNTED, Portland for Cape Town, 1800 miles south of Columbia river.

MYSTIC, Tacoma for New York, 118 miles, 240 degrees, from San Diego.

WILHELMINA, San Francisco for Honolulu, 408 miles from San Francisco.

LURLINE, Seattle for Honolulu, 1489 miles from Seattle.

STEEL INVESTOR, New Orleans for San Pedro, 1051 miles southeast of San Pedro, noon.

EAGLE, San Pedro for New York, 450 miles south of Cape San Lucas.

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