INTERCOSTAL RATE WAR STILL WAGES

American-Hawaiian Line Guarantees Low Tariff.

FREIGHT CUT ONE-HALF

Result Declared to Have Been Pronounced Increase in Total Shipments by Water.

An eastbound rate of 30 cents has been guaranteed for the remainder of the season on canned goods, beans and rice and of 35 cents on dried fruit in boxes and 40 cents for the same commodity in bags by the American-Hawaiian line through the Columbia Pacific Shipping company, and the fact is accepted by shippers as indicating there is little likelihood of an immediate settlement of the intercoastal rate war.

A meeting was held Friday with Chairman Lasker of the shipping board by representatives of the intercoastal fleets, the understood object of the session being an endeavor to terminate rate cutting, which has been on since the withdrawal of the American-Hawaiian from the intercoastal conference June 27. It was said also that the operation of shipping board vessels in that trade was to be discussed.

The rate of 30 cents on canned goods has been quoted by some lines of late to close certain business, while others have met it only from ship to ship, not accepting nominal lots far in advance on the same basis. The rate is less than half of the charge in effect under the conference, when it was about 65 cents.

Naturally there has been a scurrying around to close with packing concerns for moving their output, contracts being executed in most cases that represent a regular volume of desirable tonnage. The indications are for a heavy movement of canned and dried fruit, and a guarantee offered that the rate will remain in effect, despite any general action looking to a readjustment of charges, is counted on to draw contracts as well as attract business not so controlled.

Besides the gain in seasonable commodities, intercoastal steamship men assert there has been a pronounced increase in the total shipments routed by water, a condition attributed to the cheaper rates. There is a limited influence as well on certain freight diverted because of threatened railroad delays.

GRAIN LOADING FACILITATED

Port of Astoria Adds Equipment to Its Elevator Plant.

ASTORIA, Or., Aug. 22.—(Special.) In order that the port may be in a position to give quick dispatch to the export grain which is expected to pass through the local terminals in considerable quantities during the coming season, the port commission has authorized the installation of some new equipment in connection with the elevator plant.

Two additional receiving units are being installed, practically doubling the present capacity and permitting the unloading of from 50 to 60 carloads of grain in eight hours. An additional loading-out belt will convey bulk grain from the elevator to a ship's hold.

Another innovation will be the construction of a gallery 275 feet in length along the front of the warehouse so that the loading-out belts may be extended to reach the several hatches of a vessel. This new equipment will make the grain handling capacity of the local terminals equal to that of any elevator in the northwest.

ANOTHER SAILER IS IN PORT

Sir Thomas Lipton Arrives From Kobe to Take On Cargo.

Arrival of the schooner Sir Thomas J. Lipton in the river early yesterday from Kobe offered a diversion in the class of carriers moving of late, since sailers have not been included among the inbound fleet for more than a month. The vessel is consigned to the Columbia Pacific Shipping company.

Some of the sailers in the river are making long visits, the schooner K. V. Kruse, which is lying at the Victoria dolphins, having come inside September 3, last year, while the schooner John W. Wells, at the drydock, arrived January 21.

The schooner Levi W. Ostrander, lying at Astoria, arrived March 7. The Oregon Pine and the Oregon Fir, recent arrivals, are at the Peninsula mill and the Defiance, which came July 14, is loading a lumber cargo at St. Helens. The Dauntless, here since a year ago Saturday, is at the North Pacific mill, the last two-named vessels being under charter to Sears & Smith for lumber to Hawaii.

Steamer Cold Harbor Aground.

The steamer Cold Harbor, of the Nawsco intercoastal line, grounded near Kalama before daylight yesterday, en route from sea to Portland, and is expected to be floated at high water this morning. It was reported steering gear trouble had to do with the accident. The steamer Portland hauled on the vessel late yesterday, making little headway, but with a higher tide this morning she probably will be floated. The vessel goes to Terminal No. 2 to discharge.

Wrecked Barge and Lumber Sold.

MARSHFIELD, Or., Aug. 22.—(Special.)—Harry Marks and associates of the lower Umpqua river purchased the wrecked barge Washtucna, and the lumber aboard her, from the underwriters, who paid the insurance held by the Winchester Bay Lumber company. The towboat Gazelle put a line aboard the barge and towed her from the ocean beach into the Umpqua harbor and will salve the 500,000 feet of lumber. The buyers expect to make a large profit on the purchase, as the lumber is said to be in good condition. About 200,000 feet which was being carried on the deck of the Washtucna was washed away and lost along the beach.

WOMAN'S COMPLEX LIFE

Woman's complex life with its multitudinous calls is given as the reason for many a nervous breakdown. Home work, social obligations, dressmaking and the care of children keep the 20th century woman in a whirlwind of activity until headaches develop, backache, nervousness and oftentimes more serious ills which are peculiar to her sex alone. Such women should not despair, but be guided by the letters so often published in this paper from women who have been in just such conditions, but who have been restored to health by Lydia E. Pinkham's Vegetable Compound.

This is a root and herb medicine that contains no drugs and can be taken in safety by any woman.—Adv.

ASTORIA AIDS WARRENTON

Improvement of Skipanon Channel Agreed to Conditionally.

ASTORIA, Or., Aug. 22.—(Special.)—Permanent improvement of the Skipanon river chanel by removing a bad curve in the river, clearing the channel to a depth of 20 feet from the Clay Products plant to the mouth of the river, deepening the turning basin to 25 feet and constructing 21 wing dams, each 30 feet in length, along the bulkhead to protect that structure, was authorized by the port of Astoria commission this morning, providing the city of Warrenton pays its portion of the cost.

The estimated expense of dredging and bulkhead repairs is between $20,000 and $25,000. The commission today agreed to spend $15,000 of the port funds in the work, provided the city of Warrenton will purchase that amount of port bonds at par and will appropriate additional money to complete the improvement project as outlined in the report submitted by the engineers.

The Warrenton municipal council will hold a special meeting to act on this matter, and as soon as it approves the offer made by the port the dredging will be commenced.

STEAMER BENAVON LEAVES

First Cargo of New Crop Wheat Taken by British Craft.

The British steamer Benavon, leaving the harbor at 6 o'clock yesterday morning with the first full cargo of new crop wheat to be floated for the 1922-23 season, crossed out to sea at 4:30 o'clock in the afternoon, bound for Colon for orders. She had aboard 201,600 bushels valued at $235,872 that was floated by the Northern Grain & Warehouse company.

Another grain carrier to depart was the Norwegian steamer Niels Nielsen, bound for Dublin, which carried 153,067 bushels of wheat valued at $176,027, and the vessel is to finish at San Francisco with 3500 tons of barley, all of the cereal being dispatched by Kerr, Gifford & Co. She has some oriental freight to land at San Francisco, having loaded that on the other side on her last voyage, which was in the service of the Asiatic American line. The Japanese steamer Tenpaisan Maru, also under charter to the Northern Grain & Warehouse company, reached the river in the afternoon from Milke.

WEST KEATS IS REPAIRED

Steamer Said to Have Left Hongkong for Kobe on August 20.

Repairs to the steamer West Keats, made necessary by damage sustained in Philippine waters, were completed at Hongkong so she proceeded from that port for Kobe August 20, say cable advices to the Columbia Pacific Shipping company. The steamer West Kader got away from Shanghai for Taku Bar August 17 and the Eastern Sailor reported at Manila Monday.

Captain Bengt J. Larson yesterday was signed aboard the steamer West O'Rowa as master, relieving Captain J. A. Jacobsen, who was master of the ship under the Struthers & Barry banner and as such brought her from San Francisco to be delivered to the Columbia Pacific line. She sails September 1 and has considerable of her cargo aboard at present.

HOLE IS STOVE IN TUG

J. C. Post Fouls One of Anchors of Dredge Wahkiakum.

The government tug J. C. Post, tender for the dredge, stove a hole in her hull late Monday night by fouling one of the anchors used by the dredge Wahkiakum when an effort was made to shift it in shallow water as the dredge was being moved near Kalama. The tug G. H. Mendell brought the Post here last night and she is to be lifted on drydock for replacing such planks as are damaged.

It was said yesterday that pumps kept the Post afloat, prompt work keeping the water from sinking her. It appeared as if in moving the anchor the tug rode onto it and the planking was stove in. The Post and the tug H. M. Adams were built by the government engineers in 1913 as tenders for the dredges Wahkiakum and Multnomah.

President Grant En Route.

SEATTLE, Wash., Aug. 22.—With 300 passengers, 5000 bales of raw silk for eastern mills and 3000 sacks of mail, the Admiral liner President Grant cleared from Yokohama for Seattle via Victoria, B. C., Saturday and is due here on August 29. When the President Grant leaves for the orient, on September 16, she will have on board Elmer W. Sperry, who is going to Tokio to receive from the mikado the insignia of the Order of the Rising Sun, in recognition of inventive genius and his aids to navigation. He will be accompanied by Mrs. Sperry.

Marine Notes.

In changes of masters recorded at the customs house L. O. Hosford is shown signed aboard the steamer Iraida, vice L. P. Hosford, while S. Spancer is skipper of the steamer Annie Comings, having relieved C. A. Becktell.

The Norwegian steamer Hanna Nielsen, which carried lumber from Portland to Shanghai for the Asiatic American line, sailed from Dairen for Japanese ports Monday, picking up return cargo. On discharging here she loads wheat for the European side under charter to Kerr, Gifford & Co.

The schooner Wm. Taylor, controlled by the same interests which own the schooner Sir Thomas J. Lipton, which arrived in the river yesterday, is reported fully loaded with lumber at Port Alberni for Callao. The vessels are looked after on the coast by the Columbia-Pacific Shipping company.

The Norwegian steamer Dicto, coming from British Columbia to load wheat for the United Kingdom is expected in the river today.

The steamer Georgina Rolph shifted from Irving dock to the Albina Engine & Machine Works yesterday afternoon to have a new crank shaft installed.

The steamer Santa Rosa finished working a parcel of lumber at Astoria and moved to Westport yesterday, and is scheduled to shift from there to St. Helens this afternoon. The vessel is sailing in the Isthmian line service and will deliver her cargo on the east coast.

The steamer Admiral Farragut will get away from terminal No. 2 at 10 o'clock this morning for California ports with passengers for San Francisco, Los Angeles and San Diego.

The steamer Wakeena of the McCormick line, reported in the river yesterday from San Francisco and discharges cargo today at Couch-street dock. She loads a full cargo of lumber for the return.

Report From Mouth of Columbia River.

NORTH HEAD, Aug. 22.—Condition of the sea at 5 P. M., moderate; wind, north, 24 miles.

SEWERS' OUTFALL LOWERING URGED

Improvement of Waterfront Held Necessary.

COUNCIL ASKED TO HELP

Commission of Public Docks to Be Asked as to It's Future Policy Regarding Condemnations.

Adoption of a three-year programme of lowering outfall sewers on Portland's waterfront to low water mark will be urged upon the city council by the waterfront committee, which adopted a resolution to this effect yesterday.

Members of the committee feel that improvement of the waterfront cannot be accomplished in a satisfactory manner until the sewer outfalls are lowered and extended. The city council will be asked to join in the waterfront improvement campaign by handling this phase of the work.

Dock Policy Inquired Into.

The commission of public docks will be asked by the committee as to its future policy in regard to extension of life to docks condemned by both the committee and the commission. On December 2, 1920, the dock commission gave a two years' extension of life to all of the condemned docks along the waterfront, and members of the committee feel that unless it is known just what future policy will be pursued it is useless to do further work along this line.

The committee received a report from Chief Building Inspector Plummer, who is also chairman of the committee, to the effect that the site of the former Taylor street dock is in bad condition. The report states that while the dock has been torn down a file of front piles remain, the sidewalk along the property is in dangerous condition, and the entire property is filled with rubbish. Appropriate action to have these conditions remedied will be urged on the property bodies.

Harbormaster Needs Authority.

The committee also went on record to ask the harbormaster to exercise his jurisdiction to clear the spaces adjacent to the bridges of boats. If it is found that the harbormaster has not sufficient authority to handle this situation, the committee will aid in obtaining passage of adequate legislation.

A resolution was adopted by the committee opposing the cutting of curbs on bridge approaches to make entrances for private property. A letter will be directed to City Attorney Grant to determine what public body has jurisdiction to handle this situation. The cutting of curbs has congested traffic on the Hawthorne and Burnside bridges, according to the committee, and relief is necessary.

Slough Improvement Asked.

MARSHFIELD, Or., Aug. 22.—(Special.)—The Coos county court at its last session adopted a resolution asking the war department to require that the Southern Pacific Railroad company in some manner make Beaver slough passable where the company's trackt crosses the slough into Beaver hill. The resolution was in response to residents of the Beaver hill drainage district, where the slough is being dredged to facilitate navigation to its head in the vicinity of Coaledo.

Big Cargo for Atlantic Ports.

Laden with 750 tons of inward cargo the steamer Dakotan, of the American-Hawaiian fleet, reached the river yesterday and will work cargo today at terminal No. 1. There is said to be about 2900 tons of freight awaiting the ship for delivery at North Atlantic coast ports.

Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 22.—(Special.)—The British steamer Benavon, with wheat from Portland, departed this afternoon for Colon, United Kingdom.

The steamer Dakotan, from the Atlantic seaboard, via San Francisco, arrived this afternoon, en route to Portland.

The Swedish steamer Boren, loading 800,000 feet of lumber at the port terminals for Australia, shifted tonight to Wauna and will go thence to Kalama.

Carrying freight from Portland and Astoria, the steamer Willpolo departed today for New York via Seattle.

The schooner Sir Thomas J. Lipton arrived this morning from Kobe and will tie up here to await orders. Her crew will be paid off tomorrow.

The steam schooner Wahkeena arrived this afternoon from San Francisco with freight for Portland and she will load lumber at St. Helens.

After loading 500,000 feet of lumber at the Hammond mill for New York, the steamer Santa Rosa shifted last evening to Westport, where she will finish loading.

The steam schooner Hoquiam, after discharging freight in Portland departed this morning for Willapa harbor to load lumber. She should have loaded 100,000 feet at Warrenton, but her orders were changed at the last moment.

The steamer Cold Harbor, from New York via San Francisco, arrived last night en route to Portland.

After discharging fuel oil in Portland, the tank steamer Frank G. Drum departed this morning for California.

The Japanese steamer Tenpaisen Maru arrived this afternoon from Japan, and, after being fumigated, goes to Portland to load for the United Kingdom.

Carrying freight and passengers from Portland and Astoria, the steamer Admiral Goodrich departed today for San Francisco, via Coos Bay and Eureka.

TACOMA, Wash., Aug. 22.—With a general cargo below decks, the steamer Quinault arrived at the terminal dock early this morning. She shifted later to the Tidewater Mill company dock to load lumber for San Pedro.

The motorship Missourian, pride of the Hawaiian-American line, arrived at the smelter this morning from Boston. She took on a large quantity of copper for Etnope and later shifted to the Baker dock to unload pig iron and miscellaneous freight. She will take on a cargo of general freight.

With a large cargo of lumber aboard, the steamer Grace Dollar sailed from the Puget Sound Lumber company dock for Kobe, Japan, yesterday afternoon.

The Japanese steamer Tokiwa Maru arrived from the orient last night. She is docked at the Tacoma Grain company and will take on a cargo of flour for oriental ports.

Bound for San Francisco, the steam schooner F. S. Loop sailed from the North End Lumber company today at noon. A portion of her cargo was taken aboard at the port of Tacoma dock.

The steamer Prince Albert of British Columbia ports, arrived at the terminal dock yesterday. She discharged miscellaneous freight for transshipment and cleared later in the day for Vancouver.

GRAYS HARBOR, Wash., Aug. 22.—(Special.)—Port Engineer Peters has been appointed to investigate cost of installing a commercial sending and receiving radio set at the Grays Harbor port terminal at a meeting of the port commission. The set would have a minimum night sending radius of not less than 500 miles, according to plans discussed.

All bids were rejected for installing a 7½-ton mill type lumber-handling crane for the transit shed. New bids will be called for.

The port commission will request the greater Grays Harbor Development association to take up with the interstate commerce commission the securing of an equalized freight rate with other Pacific coast ports.

Atlas, oil tanker, cleared at 10 A. M. from the Standard Oil company's dock, Aberdeen, for San Francisco.

Steamer Carmel arrived at 8:30 A. M. from San Francisco, discharged cargo at the Benham dock, Aberdeen, and moved to the American mill to load lumber for California ports.

Steamer Redmond cleared from the Hoquiam lumber and shingle mill for San Pedro at 1 P. M.

Steamer Nyanza shifted from the National mill, Hoquiam, to the Wilson mill, Aberdeen, at noon today.

Steamer Oregon will finish loading at the Grays Harbor Commercial company's plant and will move to the Wilson mill tonight.

Steamer Helene moved from the Bay City mill to the Aberdeen Lumber & Shingle company's plant to continue loading.

SAN PEDRO, Cal., Aug. 22.—The freighter Redondo, recently acquired by Swayne & Co., in the gulf service, arrived here today from Mobile two days behind her schedule. Laden with a big cargo for distribution at various coast ports, the Redondo made a slow passage. Seventeen days were required to complete the run from Balboa to this port, a distance of about 2500 miles.

Five of the largest tanks ever to be brought to this coast on a vessel were on the decks of the Edward Luckenbach, which arrived here today from New York. The tanks are 30 feet high, have a diameter of 11 feet and weigh 18 tons each. They are being shipped from New York to San Francisco for the Standard Oil company. The freighter, which is two days overdue in arriving, because of dropping a propeller blade while off the Mexican coast, will deliver 1800 tons of general eastern cargo here. She is expected to depart for San Francisco Thursday, where she will undergo repairs.

SEATTLE, Wash., Aug. 22.—A cut to 30 cents per 100 pounds from 35 cents on canned fish, fruits and vegetables was announced today by the Luckenbach Steamship company. The company reported that in consequence of the reduction it had booked heavy shipments of canned salmon and had received inquiries on other products.

Repairs to the steamship H. F. Alexander, which stove in her bow when she hit Cake rock, off the Washington coast, are expected to be completed by Saturday. The Pacific Steamship company anticipates that the Alexander will depart next Tuesday on her Seattle-San Francisco run.

In command of Captain Thomas Cann, the big freighter Edmore, operated by the Pacific Steamship company, is in port discharging a heavy cargo from the Philippines, China and Japan. Captain Cann reports that business in the orient is showing an improvement. Before coming here the Edmore discharged at Vancouver, B. C., hemp loaded at Cebu, Iloilo and other Philippine island points.

The Luckenbach agency here has been advised of the renaming of the recently purchased steamships Edelyn, Marcia, South Bend, Eastern Merchant and Ponman. These are now the Dorothy Luckenbach, Lillian Luckenbach, J. A. Luckenbach, Robert Luckenbach and Paul Luckenbach. The Robert Luckenbach, big cut from Philadelphia as the Eastern Merchant, broke her propeller, returned to port, had it repaired and departed under her new name.

The Matson liner Lurline, to depart from here for Honolulu Saturday, will carry the largest list of passengers ever leaving this port for the Hawaiian islands. She has first-class cabin space for 85 and will take 75. Among the passengers will be 30 school teachers returning to their work from vacations in the states.

SAN FRANCISCO, Aug. 22.—The freighter Cowboy, one of the "lake type" steamers recently purchased by the Matson Navigation company from the shipping board, arrived today from Baltimore and Norfolk under command of Captain Andrew G. Townsend, formerly first officer of the liner Maunalei. The Cowboy will be renamed the Makena and will sail Thursday for Puget sound ports to load her first cargo for Hawaiian ports.

Seagoing men today predicted that the schooner William H. Smith, which ran out of food while becalmed en route from Faisi to San Francisco, would arrive here the last of this week or the first of next. The schooner had been out 116 days when sighted by the motorship Annie Johnson of the Matson Navigation company. Food for 30 days was supplied, relieving a serious condition among the crew. The wife of Captain Nels Jensen had given birth to a baby since the vessel left Faisi.

Tides at Astoria Wednesday.

High.	Low.
0:47 A. M....9.1 ft.	7:20 A. M....1.3 ft.
1:27 P. M....8.4 ft.	7:37 P. M....0.6 ft.

Fishermen Operate Outside.

MARSHFIELD, Or., Aug. 22.—(Special.)—Umpqua river fishermen have turned from inside gillnetting because of a slackness in the run of salmon and taken up trolling off the mouth of the river. While there are not enough salmon for commercial fishing inside the bar, those who go to sea have been making fine catches of Chinooks and silversides, averaging from 1500 to 2000 pounds to the boat.

Newspaper Reporter Goes to Bend

OREGON CITY, Or., Aug. 22.—(Special.)—Don Lyons Jr. of this city has accepted a position as a reporter on the Bend Bulletin, daily and weekly publication, and will leave for Bend tomorrow morning to take up his duties. Lyons took a two years' course in journalism at the University of Oregon. He has also been connected with local papers during vacation time.

Secretary Denby at Honolulu.

HONOLULU, Aug. 22.—Secretary Denby and his party arrived here at 1 o'clock this afternoon aboard the transport Henderson from Guam. They will sail for the mainland Friday.

Port Calendar.

To Arrive at Portlapd.

Vessel—	From	Date
Loch Katrine	Hull	Aug. 23
Johan Poulsen	San Fran	Aug. 23
Wapama	San Fran	Aug. 23
Tasmania Maru	San Pedro	Aug. 23
H. T. Harper	San Fran	Aug. 24
J. A. Moffett	San Fran	Aug. 24
Anniston City	New York	Aug. 24
Thos. Crowley	San Fran	Aug. 24
Simaloer	San Fran	Aug. 24
Depere	South Am	Aug. 24
Rose City	San Fran	Aug. 24
Jeptha	South Am	Aug. 26
Rakuyu Maru	Yokohama	Aug. 27
Mississippi	Bordeaux	Aug. 28
Senator	San Diego	Aug. 28
Anten	Europe	Aug. 29
Adm. Goodrich	San Fran	Sept. 3

To Depart From Portland.

Vessel—	For	Date
Adm. Farragut	San Diego	Aug. 23
Siberian Prince	Europe	Aug. 23
Romulus	South Am	Aug. 23
Rose City	San Fran	Aug. 27
Loch Katrine	Europe	Aug. 28
Jeptha	South Am	Aug. 29
Boren	Australia	Aug. 30
Senator	San Diego	Aug. 30
Mississippi	Europe	Aug. 31
West O'Rowa	Orient	Sept. 1
Adm. Goodrich	S.F. and way	Sept. 3

Vessels in Port.

Vessel—	Berth.
Admiral Farragut	Terminal No. 2.
Boren	Wauna.
Baron Polworth	North Bank dock.
Cold Harbor	Left up.
Challamba	St. Helens.
Dakotan	Terminal No. 1.
Dicto	Astoria.
Defiance	St. Helens.
Georgina Rolph	Albina E. & M. Wks.
K. V. Kruse	Victoria Dolphins.
Roxanton	Globe Mill.
Las Vegas	Drydock.
Montague	St. Johns.
Oregon Pine	Peninsula Mill.
Oregon Fir	Peninsula Mill.
Pawlet	St. Johns Moorings.
Romulus	Inman-Poulsen's.
Siberian Prince	Eastern & Western.
Santa Rosa	Westport.
Tenpaison Maru	Astoria.
Wahkeena	Couch Street.
West O'Rowa	Inman-Poulsen's.

Trans-Pacific Mail.

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

For Hawaii, 11:30 P. M., August 25, per steamer Lurline, from Seattle.

For China, Japan and Philippines, 11:30 P. M., August 23, per steamer Empress of Canada, from Seattle.

For Hawaii, China and Philippines, 7:45 P. M., August 24, per steamer Tenyo Maru, from San Francisco.

CHINESE COAL BROUGHT

LIMITED QUANTITIES ARE RECEIVED HERE.

Imports Are Declared to Be Result of Coal Walkouts and Rail Troubles.

Chinese coal is coming to Portland in limited quantities as a result of the coal strikes and failure to adjust differences with railroad workers, according to information in shipping circles yesterday. It is not intimated that the fuel from the orient will continue to be included in cargoes bound this way and the amount en route may be in the nature of a test. At any rate the shipment is declared to be made possible through the conditions at American coal mines.

Another phase of the coal situation was shown in the receipt of telegraphic advices that there would be no change in charges in the canal zone, $12 a ton applying at Cristobal and $15 a ton at Balboa, the fuel supply being on a long ton basis and trimmed in the bunkers.

In former days coal has moved here from Australia, mostly in sailing vessels, and marine men hold that coal strikes in this country cannot cut off the Pacific coast since it is possible to draw from other lands. The coal situation has been brought to the attention of government departments in this district during the last few days, forms being sent from Washington that provide for detailed information as to coal consumption, stocks and the like.

Movements of Vessels.

PORTLAND, Aug. 22.—Arrived—Steamer Cold Harbor, from Boston and way ports. Sailed at 6 A. M., British steamer Benavon, for United Kingdom. Sailed at 4 P. M., Norwegian steamer Niels Nielsen, for United Kingdom.

ASTORIA, Aug. 22.—Left up at 1 A. M., steamer Cold Harbor. Sailed at 3 A. M., steamer Frank G. Drum, for Gaviota. Sailed at 8:05 A. M., steamer Hoquiam, for Willapa Harbor. Arrived at 9:50 A. M., schooner Sir Thos. J. Lipton, from Kobe. Sailed at 12:15 P. M., steamer Admiral Goodrich, for San Francisco via Coos Bay and Eureka. Arrived at 12:35 and left up at 2:15 P. M., steamer Dakotan, from Seattle. Arrived at 1:50 P. M., Japanese steamer Tenpaisan Maru, from Milke. Arrived at 2:45 P. M., steamer Wahkeena, from San Francisco. Sailed at 5 P. M., steamer Willpolo, for Boston via Puget sound. Left up at 4:30 P. M., steamer Wahkeena. Sailed at 4:30 P. M., British steamer Benavon, for United Kingdom.

SAN FRANCISCO, Aug. 22.—Sailed at midnight steamer Annette Rolph, for Portland. Sailed at 3 A. M., steamer Hawaiian, from Portland for New York and Boston.

CRISTOBAL, Aug. 16.—Sailed—Steamer Tuscaloosa City, from Pacific coast ports for London.

ABERDEEN, Wash., Aug. 22.—Arrived: August 22, oil tanker Atlas, from San Francisco; steamer Carmel, from San Pedro.

SAN DIEGO, Aug. 22.—Arrived: Steamer Unimak, from Fort Bragg and Albion, 4 A. M.; steamer Senator, from Portland and way ports, 6 A. M.

Sailed: Steamer Senator for Portland and way ports, noon; steamer Unimak for Fort Bragg, 5 P. M.

SAN FRANCISCO, Aug. 22.—Arrived: Cowboy, from Baltimore, 10:45 A. M.

Sailed: Annette Rolph for Portland, 12:25 P. M.; Rose City for Portland, 12:35 P. M.; La Purisima for Portland, 12:03 P. M.; J. Moffitt for Astoria, 8 P. M.; steel Raiser for Boston; Dorothy Alexander for Victoria.

COOS BAY, Or., Aug. 22.—(Special.)—The steamer Cotton Blossom arrived in the harbor last night at 8:25 and left up at 5:25 this morning. She is to load a cargo of lumber for San Francisco.

The steam schooner Bertie Hanlon, which arrived this morning from San Francisco with 400 tons of miscellaneous freight, was scheduled to finish discharging some time tonight and leave for Bandon in the morning to load a cargo of lumber.

The gasoline schooner Osprey, which had freight for Gold Beach sailed at noon today for the Rogue river.

Captain John J. Swensen, who formerly sailed to this port on the steam schooners Hardy and Martha Buehner, appeared today on the Bertie Hanlon, on which he is the skipper.

SEATTLE, Wash., Aug. 22.—Arrived: Edmore, from Manila, 7:30 P. M.; Tiger, from Philadelphia, 3:15 P. M.; F. S. Loop, from Tacoma, 2:55 P. M.; Norwood, from Bellingham, noon; Arizona Maru, from Hongkong, 9:45 A. M.

Departed: Queen, for southeastern Alaska, 3:20 P. M.; Lyman Stewart, for Oleum, 2:30 P. M.; Chattanooga City, for Boston via Fraser river, 3:40 P. M.; Birmingham City, for Tacoma, 1:15 P. M.; Ketchikan, for Tacoma, noon; Stanwood, for Tacoma, 10:20 A. M.; U. S. S. Vestal, for Bremerton, 9:15 A. M.; Quinault, for Tacoma, 5 A. M.; Admiral Sebree, for Anchorage, 2 P. M.; Missourian, for Tacoma, 4 A. M.

KETCHIKAN, Aug. 22.—Departed: Catherine D., southbound, 11 A. M.; Admiral Rodman, northbound, 6 P. M. yesterday.

JUNEAU, Aug. 22.—Departed: Princess Louise, southbound, 7 A. M.

SITKA, Alaska, Aug. 22.—Departed: Spokane, southbound, 7:45 A. M.

BELLINGHAM, Aug. 22.—Departed: Admiral Schley, for Anacortes, 11 A. M.

SAN PEDRO, Cal., Aug. 22.—Arrived: Redondo, from Mobile, 7 A. M.; Edward Luckenback, from New York, 7 A. M.; Idaho, from Grays Harbor, 8:15 A. M.; Arizonan, from Seattle, 12 noon; Steel Age, from Baltimore, 3 P. M.; Senator, from San Diego, 8 P. M. Sailed: Santa Maria, for Vancouver, B. C., 7 A. M.; West Farallon, for San Francisco, 11 P. M.; Yale, for San Francisco, 4 P. M.; Mexican, for San Francisco, Portland and Seattle, 9 P. M.; Amaithus (Br.), for Balboa, 9 P. M.

TACOMA, Wash., Aug. 22.—Arrived: Quinault, from San Pedro, 7:45 A. M.; motorship Missourian, from Boston, 9 A. M.; Stanwood, from San Francisco, 12:45 P. M.; Ketchikan, from Alaska, 3:30 P. M.; Northland, from San Francisco, 12 midnight.

Departed: F. S. Loop, for San Francisco, 12 noon.

DAILY CITY STATISTICS

Marriage Licenses.

GREEB-REHSE—Henry Alvy Greeb, legal, 699 Hoyt street, and Maude Rehse, legal, 699 Hoyt street.

FREEMAN-HENDERSON—Joseph H. Freeman, legal, Salt Lake City, Utah, and Alice I. Henderson, legal, Portland.

TURNER-JELINEK—Richard R. Turner, legal, Dallas, Or., and Ruth G. Jelinek, legal, Portland.

WILLIAMS-CLEAR—Emmett F. Williams, 23, St. Helens, Or., and Alice Lois Clear, 24, Portland.

DOUGAN-MILLER—Luther L. Dougan, 38, 467 Tenth street, and Ella Miller, 27, 492 Columbia street.

FRANZEL-MAJESKI—Adolph Franzel, 26, 579 Linn avenue, and Elsie Majeska, 16, 754 Umatilla avenue.

BRUHN-MEYERS—Ernest H. Bruhn, 24, Dayton, Or., and Nettie R. Meyers, 24, 444 Kenilworth avenue.

BOWMAN-POUNSTONE—R. H. Bowman, 28, 429 East Morrison street, and Jeannette Pounstone, 28, 59 North Thirtieth street.

CHRISTENSEN - McCRACKEN—Arthus E. Christensen, 31, La Center, Wash., and Helen Isabell McCracken, 24, 304 East Thirty-seventh street.

BAIRD-JAMES—Bazil Loyal Baird, 19, 1077 Williams avenue, and Marguerite Charlotte James, 17, 484 Winchell street.

WELLMAN-MURPHY — William F. Wellman Jr., legal, 123 East Thirtieth street North, and Alic Mae Murphy, 21, 8 East Sixth street North.

LANK-LANK—Mitchell L. Lank, legal, 842 Forty-ninth avenue Southeast, and Mrs. Stella Lank, legal, 842 Forty-ninth avenue Southeast.

BUNNELL-HART—Pearl M. Bunnell, 37, 272 Sixteenth street, and Katherine Hart, 26, 6903 Fifty-second avenue Southeast.

TODD-CLUSTER—Frank H. Todd, legal, Sultan, Wash., and Helen Cluster, legal, 585 Bidwell avenue.

NASH-MEARS—Walter S. Nash, legal, East Broadway, and Lucile J. Mears legal, 712 Lovejoy street.

Vancouver Marriage Licenses.

NORMAN-JOHNSON—Peter B. Norman, 66, of Portland, and Mrs. Anna Johnson, 44, of Portland.

DELIGIO-CULLINGS — Vito Deligio, 38, of Portland, and Mrs. Ella Cullings, 45, of Portland.

SWENSON-PRATHER — Frank M. Swenson, 22, of Corvallis, Or., and Opal Prather, 18, of Corvallis, Or.

ALT-BUCKHOLTZ—William C. Alt, 36, of Cherryville, Or., and Mary Buckholtz, 27, of Cherryville, Or.

NAGEL-HOWARD—Carl J. Nagel, 26, of Wheeler, Or., and Mrs. Hazel E. Howard, 24, of Kelso, Wash.

SMITH-NELSON—Norman H. Smith, 24, of Wheeler, Or., and Ellen J. Nelson, 22, of Astoria, Or.

Births.

CARTOZIAN—To Mr. and Mrs. H. O. Cartozian, 6801 Seventy-eighth S. E., August 10, a son.

WELCH—To Mr. and Mrs. N. M. Welch, 227 Mill, August 12, a daughter.

LOUTTIT—To Mr. and Mrs. C. W. Louttit, 1069 East Seventh North, August 2, a son.

CORDOVA—To Mr. and Mrs. V. J. Cordova, 963 East Twentieth North, August 15, a daughter.

THOMAS—To Mr. and Mrs. E. G. Thomas, 567 Powell, August 10, a son.

BARSCH—To Mr. and Mrs. R. Barsch, Columbia boulevard and Tyndell, August 13, a daughter.

LAURSEN—To Mr. and Mrs. W. J. Laursen, 434 East Farragut, August 9, a daughter.

BRUGATO—To Mr. and Mrs. T. Brugato, 353 East Eleventh, August 13, a son.

COMPAGNA—To Mr. and Mrs. J. Compagna, 501 East Twentieth, August 28, a son.

FREY—To Mr. and Mrs. C. E. Frey, 766 Corbett, August 9, a son.

JERNANDER—To Mr. and Mrs. R. B. Jernander, 656 East Seventy-fourth North, July 31, a son.

WOOTEN—To Mr. and Mrs. E. V. Wooten, 2069 Willamette boulevard, August 14, a daughter.

TORANGO—To Mr. and Mrs. H. J. Torango, 3851 Forty-fifth avenue Southeast, August 14, a daughter.

HOLT—To Mr. and Mrs. O. B. Holt, 902, Route 4, Portland, August 15, a son.

Obituary.

Mrs. Mamie M. Johnson.

Funeral services for Mrs. Mamie M. Johnson, wife of J. F. Johnson of St. Helens, who died at the family residence Sunday, will be held today at St. Frederick's church at St. Helens. Interment will be at the Mount Calvary cemetery, Portland.

Mrs. Johnson, who was 35 years old, had been a resident of Oregon for the last 19 years. She was born in Minnesota. She was married to Mr. Johnson at Clatskanie on November 8, 1906. They moved to St. Helens about ten years ago.

Mrs. Johnson was a member of the Catholic church and of the Royal Neighbors of America. Besides her husband she is survived by two children, Walter and Gordon Johnson, and a brother, George Campbell of St. Helens.

Mrs. James T. Templin.

ROSEBURG, Or., Aug. 22.—(Special.)—Mrs. Alice Glendora Templin, wife of James T. Templin of this city, died Saturday night after a long and painful illness. Mrs. Templin was born in Flournoy valley, in this county, June 24, 1854, the daughter of pioneer parents, John M. and Emily Wright, who arrived in Oregon in 1852. Besides her widower, she leaves a daughter, Mrs. B. H. Moore of Portland.

William Lahti.

KELSO, Wash., Aug. 22.—(Special.)—William Lahti, a prominent resident of Mount Solo, died Monday night. Mr. Lahti was 65 years old and was born in Finland. He came to the United States 35 years ago, and had been a resident of the Mount Solo district for a number of years. He is survived by his widow and a number of children. Funeral services will be held tomorrow at Mount Solo.

Joseph Jones.

LA GRANDE, Or., Aug. 22.—(Special.)—Joseph Jones, early day settler of the Grand Ronde valley and for many years owner of the leading transfer lines in La Grande, died this morning after a long illness. He was a prominent Elk.

Ship Reports by Radio.

By the Radio Corporation of America.

(The Radio Corporation of America, in co-operation with the United States public health service and the Seamen's Church institute, will receive requests for medical or surgical advice through its KPH San Francisco station (without cost).

All positions reported at 8 P. M. Monday unless otherwise indicated:

CATHERINE D., King Cove for Ketchikan, 135 miles from Cape Omaney.

NORTHWESTERN, Seattle for Ketchikan, 220 miles from Seattle.

WATSON, leaving Yakutak, for Katalla.

JEFFERSON, at Juneau.

KEYSTONE STATE, Seattle for Yokohama, 48 miles from Seattle.

ADMIRAL RODMAN, Hidden Inlet for Ketchikan, 37 miles from Ketchikan.

CANADIAN WINNER, Vancouver for Yokohama, 1578 miles from Flattery.

CHICKASAW CITY, San Francisco for Yokkaichi, 2978 miles from San Francisco.

POMONA, Yokohama for Vancouver, 2919 miles from Vancouver.

M. S. DOLLAR, San Francisco for Yokohama, 2760 miles from San Francisco.

BESSIE DOLLAR, Shanghai for Vancouver, 2931 miles from Shanghai.

REDWOOD, Squaw Harbor for Honol