OREGON FIR TO GO TO ST. JOHNS, N. B.

Norwegian Vessel to Load for New Territory.

LUMBER DEMAND GROWS

Space Offered for October and November at $13 Said to Have Found Ready Takers.

St. Johns, N. B., for which point the Norwegian steamer Huftero, due to arrive from the orient today, is to load a full cargo of lumber, is the latest locality in the North Atlantic zone to be classed as a market for Oregon fir. Two cargoes were dispatched last month from Portland for Montreal, also new business, as eastbound water shipments previously were for New York and Philadelphia.

The Huftero will end her present round voyage close to where she started, as she was dispatched from New York for Yokohama May 11, proceeding via Norfolk, and from Yokohama went to Kobe and then to Shanghai, making her way to the Columbia river. She will be detained for a short time at Astoria for fumigation and goes to St. Helens to start the St. Johns cargo.

There appears more of a call than ever from the east coast for northwest lumber, while shingles are being moved also. Occasionally full cargoes are floated for New York, but in the main the regular vessels have transported the material, shipments ranging from 500,000 feet to 2,500,000 feet on a steamer.

The lumber business has been of such volume that lumber freights have not figured in the rate cutting of the lines as have those pertaining to other classes of cargo. Lumber is loaded regularly on Puget sound and the Columbia river, while Grays Harbor and Coos bay have contributed a considerable portion of the cargoes this season.

Some lines booked far ahead on lumber, announcing that space was all filled that should be allotted for lumber until the opening of the new year, but certain of the larger operating companies did not take advantage of early offers for their entire space, preferring to await later conditions. Some space offered during the past few days for October and November was around $13 and it was said to have found ready takers.

PORT POLICY IS INDORSED

Chamber of Commerce of Tacoma Warned Against Portland.

TACOMA, Wash., Aug. 23.—(Special.)—The action of the managing board of the traffic and transportation bureau, Tacoma chamber of commerce, in connection with the intercoastal terminal rate case, and the financial statement presented by Secretary McCune, were approved today at a meeting of the bureau. A fund of $3400 has been raised for the intercoastal fight, a large part of which still remains for application toward the defense of Tacoma shippers before the United States shipping board, should the case yet be called to hearing there. It was decided that a refund on the levy will be made if the fight does not continue and eat up the balance.

That the Portland business men are still reaching out for new fields to divert traffic to their city, after having won their Columbia basin case for a differential in their favor was the statement of R. D. Lytle, who declared that Tacoma must be prepared to conduct vigorous defensive and offensive battles against the southern city if it hopes to check the ambitious Portlanders.

SANTA ROSA LOADS LUMBER

Isthmian Line Steamer to Take Canned Goods, General Cargo.

On completing her New York lumber parcels Saturday at St. Helens, where she was moved yesterday from Westport, the steamer Santa Rosa of the Isthmian line is to proceed here to load canned goods and general cargo, while canned salmon and some additional freight will be taken aboard at Astoria.

The steamer Anniston City of the same flag, but from the United Kingdom, is to reach the river today and on discharging freight will proceed to Puget sound, but will return about September 6 to load considerable cargo here for the return to ports across the Atlantic. In the New York service of the line the Steel Worker is scheduled to report here September 15 and the Steel Seafarer ten days later, while from Baltimore the Steel Scientist is due Tuesday and the Steel Inventor September 26.

LUMBER BOOKINGS HEAVY

Shipping Rates From Tacoma Considerably Increased.

TACOMA, Wash., Aug. 23.—(Special.)—Lumber promises to play an important part in the export business of Tacoma this week. The shipping week started Monday with four vessels in port to take lumber. At least ten more are due during the next six days to put on lumber freight for the east coast, Europe, the gulf ports, South America, California and the orient.

It is possible yet this week that the West Cayote will come to load for Australia.

Shipping rates have gone up considerably and lumber was booked in Tacoma last week for as high as $13 a thousand. A few weeks ago shippers were getting an $8 rate and some went even as low as $6. The increase in carrying charges has stimulated the freighters and they are booking cargo in quantity.

Presidents' Portraits on Liners.

SEATTLE, Wash., Aug. 23.—(Special.)—The Admiral liners President Grant and President Jackson have been presented with steel engravings and autographs of the great Americans from whom the vessels take their names, by Roy Carruthers, managing director of the Waldorf-Astoria, New York. He was a passenger from the orient recently on one of the vessels. The framed autographs and pictures have been hung in the main companionways of the vessels.

Shipping Official Expected.

Appointment of a Portland agency for the Latin-American line is said to be the mission of R. S. Silva of San Francisco, who is looked for here in the next day or two. E. Mo-Conalogue, former representative of the fleet, was last week named Portland manager for the newly organized Yamashita company, and he is expected back from San Francisco today. The steamer Romulus is loading lumber, flour and general cargo here at present for the line and will sail about Saturday.

WRECK BIDS TO BE OPENED

Government Plans Removal or Sale of Welsh Prince.

Wreckers and others are expected to be represented in proposals to be opened today for the removal of the wreck of the British steamer Welsh Prince, lying off Altoona, Wash., in the Columbia river, where she sank the night of May 28, after being in collision with the steamer Iowan. The government assumed charge of the wreck on July 14., on the ground that it was an obstruction to navigation and that it had existed for a longer period than 30 days without the owners or underwriters arranging definitely for its removal.

The proposals will be opened at the office of Major Richard Park, in the customs house. The steamer was bound for the orient and there remains under deck considerable steel and lumber. Propositions may be either for the purchase and removal of the wreck, or to undertake its removal for a certain sum under contract with the government.

CAPTAIN BARTLETT ACCUSED

Master of H. F. Alexander Faces Charge of Negligence.

SEATTLE, Wash., Aug. 23.—Captain E. P. Bartlett, master of the Admiral line steamer H. F. Alexander, which struck Cake rock off the Washington coast August 7, with serious damage to the vessel's bow, is charged with negligence in connection with the mishap in findings of the local board of the United States steamboat inspection service returned today. It became known this afternoon.

Captain Bartlett will be placed on trial on the charge of negligence before the local board tomorrow. While the findings of the board, returned after a lengthy preliminary examination, were not made public in detail, it was learned the charge was based on alleged errors in sounding and the course of the ship.

The Alexander, now in drydock for extensive repairs, is expected to be returned to service late this month. The vessel's bow was crushed in to a depth of 20 feet by the impact of the grounding.

Big Raft to Be Freed.

Digging operations being carried on at the mouth of Coal Creek by the dredge Portland, so a cigar-shaped log raft of the ocean-going type may be floated into the main river, will probably have attained a stage by high tide this morning to permit the raft to be moved. The Hammond Lumber company, owner of the raft, intends towing it to San Francisco.

Ship Founders, Crew Missing.

SAN FRANCISCO, Aug. 23.—The Chilean four-masted schooner Clara has foundered with her crew of 15 men near Corral, Chile, according to a message received here from Valparaiso today. It is supposed here that she was driven ashore by a hurricane.

Marine Notes.

The motorship Loch Katrine of the Royal Mail flag reached Terminal No. 4 yesterday afternoon from European countries with shipments of glass from Belgium and cargo from other ports, on landing which she will take aboard about 3000 tons of new crop wheat and miscellaneous freight. She is on her second voyage to Portland, being the latest addition to the Royal Mail tonnage plying to the Pacific coast.

The tug J. C. Post of the fleet operated by the corps of engineers, U. S. A., which had her hull damaged Monday night by fouling an anchor, is expected to be repaired and floated from drydock today.

The dredge Columbia of the Port of Portland fleet was ordered from Reeder to near Kalama yesterday to aid in floating the steamer Cold Harbor of the Nawsco intercoastal line, which swung out of the channel and grounded early Tuesday morning when her steering gear failed.

The steamer Lena Luckenbach was delayed at San Francisco on her way from the east coast to Portland and was to have sailed late last night. The Pleiades, sailing in the Luckenbach service from the gulf, is looked for in port in company with the Lena Luckenbach.

The steamer West Kader of the Columbia-Pacific line was yesterday reported to have reached Dairen from Taku Bar to discharge part of her Portland cargo.

The American-Hawaiian steamer Dakotan, which worked cargo yesterday at Terminal No. 1, is to shift today to the Eastern & Western mill to take aboard lumber for the east coast. The vessel's last voyage was from Europe via New York and she brought several consignments for Portland firms that originated across the Atlantic.

The shipping board steamer Las Vegas, recently allotted to the Swayne & Hoyt Pacific coast-Australian service, was floated from drydock yesterday and goes on berth today at Terminal No. 4. She loads lumber on the lower river, as well as on Grays Harbor, and proceeds by way of San Francisco. Captain John Jacobson, former master of the West Mahwah, which the Las Vegas replaces in the fleet, was signed as master yesterday. Other officers and members of the crew have arrived from San Francisco.

The Norwegian steamer Dicto, Captain N. Abrahamson, entered yesterday from Vancouver, B. C., having reached the Peninsula mill early in the morning to be lined up preparatory to loading wheat for Europe. Another wheat carrier to make a berth at the same plant was the Japanese steamer Tenpaisan Maru, which came direct from Milike.

Arrivals among the coasters yesterday included the steamers Wapama, and Thomas Crowley, from San Francisco, with cargo for the McCormick line, which is to be landed today at Albers dock; also the steamer Johan Poulsen, from the same harbor, which was ordered to the wharf of the Columbia River Drydock, Engine & Construction company, foot of Gibbs street, to land a considerable shipment of tanbark, consigned to a tannery south of the city. The steamer G. C. Lindauer, which proceeded to Warrenton earlier in the day, moved during the afternoon to Westport.

The steamer Boren, scheduled to arrive today to load for Australia and New Zealand in the interest of the General Steamship corporation, is to start her cargo with lumber at Westport and will work more of the material at Kalama.

The tank motorship H. T. Harper was due in the river late last night with a cargo of oil from San Francisco, which she will begin discharging at Willbridge early today.

The Java-Pacific line steamer Simaloer is due today on her return from San Francisco to load a large amount of cargo for delivery in the orient.

It was said yesterday that October grain freights on full cargo business were being held at from 36s 3d to 37s 6d by owners, while exporters were inclined to offer around 35 shillings. Parcels were quoted at 32s 6d, while spot space was offered during the last few days at 30 shillings, but was not closed, exporters being unable to place it owing to market conditions.

The British steamer Siberian Prince, bound for the United Kingdom, got away from the harbor yesterday, and, on loading 600 tons of flour at Astoria, is to proceed.

Passenger accommodations were again filled aboard the steamer Admiral Farragut of the Pacific Steamship company's fleet when she sailed from Terminal No. 2 yesterday morning for California harbors. There were a number of persons gathered on the dock to witness the departure of the vessel, many having friends aboard. The steamer Rose City of the San Francisco & Portland line is due today with a number of passengers.

HARDING IN FAVOR OF SUBSIDY DELAY

No Chances to Be Taken on Defeat of Bill.

LETTER SENT MONDELL

Executive Fears Success Might Be Jeopardized by Pressing Measure Just Now.

WASHINGTON, D. C., Aug. 23.—President Harding, in a letter today to Representative Mondell, the republican leader, expressed willingness to have congressional consideration of the administration ship subsidy deferred "until we can rivet the attention of congress with a full attendance."

Success of the measure, the president added, might be jeopardized by pressing for an immediate decision.

The letter was in reply to one from Mr. Mondell, in which the republican leader had declared that he and his associates were reluctant to bring the bill to a vote in the house at this time.

President is Disappointed.

"I am frankly dissappointed," the president stated, "that the circumstances have combined to make a difficult situation, due on the one hand to the diminished attendance in the house and chargeable on the other hand to the new complications which have arisen. It would be folly to ignore the development of the prohibition issue which came up so unexpectedly and we must face the fact that the friends of the bill must harmonize their views, to accord with both the constitutional amendment and public opinion on this subject.

"Moreover the same friends of the measure must reach a concord in the matter of the favoring provision carried in the tax exemption section which was designed to provide an indirect aid to American shipping enterprises."

Way Out Hoped For.

The president expressed the hope that the administration would "find a way to deal with these new difficulties with the approval of all supporters of an American merchant marine, and that when they may have favorable action before congress gets to deeply engaged in the pressing legislation which must be considered in the short session."

The text of the president's letter to Mr. Mondell follows:

My Dear Mr. Mondell:

I have you note conveying the reluctance of yourself and your associates favorable to the bill to aid American merchant shipping to bring the measure up for a vote in the prevailing situation in the house. I am frankly disappointed that the circumstances have combined to make a difficult situation, due on the one hand to the diminished attendance in the house and chargeable, on the other hand, to the new complications which have arisen. It would be folly to ignore the development of the prohibition issue which came up so unexpectedly and we must face the fact that the friends of the bill must harmonize their views to accord with both the constitutional amendment and public opinion on this subject.

Jeopardy Not Wanted.

Moreover, the same friends of the measure must reach a concord in the matter of the favoring provision carried in the tax-exemption section which was designed to provide an indirect aid to American shipping enterprise.

I need not tell you, but that for the encouragement in the industrial situation I should have long since invited conferences looking to an agreement on these problems. I am so earnest about the passage of this measure, I think it is so important to the welfare of our commercial good fortunes and so essential to our self-independence and our national defense that I had much rather the bill should await consideration until we can rivet the attention of congress with a full attendance than jeopardize its success by pressing for an immediate decision. I venture to express to you in this way the hope which I have previously uttered, that the administration may find a way to deal with these new difficulties with the approval of all supporters of an American merchant marine and that we then may have favorable action before the congress gets too deeply engaged in the pressing legislation which must be considered in the short session. Very truly yours, WARREN G. HARDING.

CAPTAIN JOHNSON ASSIGNED

Columbia Pacific Names Master of Steamship Montague.

Captain Gregor Johnson, who has been in the service of the Columbia-Pacific Shipping company, will command the steamer Montague, recently assigned by the shipping board to the company's trans-Pacific line, and which will depart from Portland on September 15. The principal ports she will load for are Yokohama, Kobe, Hongkong and Manila.

Captain J. B. Larson, who formerly was a master in the same line, was named recently to take the West O'Rowa and was signed on as master Tuesday.

As yet the identity of the master of the Pawlet, which will be fitted into the November schedule, has not been made public. It is the policy of the company to place men on the additional ships who have been in the line with good records, but who left or were given subordinate berths when vessels were ordered out of commission.

Port Calendar.

To Arrive at Portland.

Vessel—	From	Date
H. T. Harper	San Fran	Aug. 24
J. A. Moffett	San Fran	Aug. 24
Anniston City	New York	Aug. 24
Simaloer	San Fran	Aug. 24
Depere	South Am	Aug. 24
Rose City	San Fran	Aug. 24
Jeptha	South Am	Aug. 26
Lena Luckenbach	New York	Aug. 26
Pleiades	New Orleans	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
Admiral Farragut	San Diego	Sept. 4

To Depart From Portland.

Vessel—	For	Date
Romulus	South Am	Aug. 26
Rose City	San Fran	Aug. 27
Loch Katrine	Europe	Aug. 28
Las Vegas	Aust.	Aug. 28
Jeptha	South Am	Aug. 28
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. 5
Adm. Farragut	San Diego	Sept. 6

Vessels in Port.

Vessel—	Berth.
Boren	Westport.
Baron Polworth	North Bank dock.
Cold Harbor	Left up.
Challamba	St. Helens.
Dakotan	Terminal No. 1.
Dicto	Peninsula mill.
Defiance	St. Helens.
Georgina Rolph	Albina E. & M. Wks.
G. C. Lindauer	Westport.
Johan Poulsen	Gibbs street.
K. V. Kruse	Victoria Dolphins.
Koranton	Globe Mill.
Loch Katrine	Terminal No. 4.
La Purisima	Willbridge.
Las Vegas	Terminal No. 4.
Montague	St. Johns.
Oregon Pine	Peninsula Mill.
Oregon Fir	Peninsula Mill.
Pawlet	St. Johns Moorings
Romulus	Inman-Poulsen's.
Siberian Prince	Astoria.
Santa Rosa	St. Helens.
Thos. Crowley	Albers dock.
Tenpaison Maru	Peninsula mill.
Wahkeena	Couch Street.
Wapama	Albers dock.
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., September 1, per steamer President Jackson, from Seattle.

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

BOND BIDS TO BE OPENED

Issue of $320,000 Will Raise Money for Storage Plant.

Bids on an issue of $320,000 municipal grain elevator bonds will be opened by the commission of public docks this morning. The bonds will be dated as of September 1, and will draw 4½ per cent interest, being in the denomination of $1000 each. Money derived from their sale will be utilized in the construction of a ventilated fruit storage warehouse and the extension of pier No. 1 at terminal No. 4, while a portion will go toward payment of contracts covering the new unit of terminal No. 1.

Proposals for foundation work for the ventilated storage will be opened tomorrow, the important part of that undertaking being concrete footings. It is expected to have those in place without loss of time so tenders can be asked shortly on the construction of the superstructure.

Ship to Have Dock to Herself.

The steamer Depere, due today in the west coast service of the General Steamship Corporation, is to have a dock all to herself, as it has been ordered she berth at terminal No. 3, the former St. Johns city dock, to land 600 tons of nitrates. The consignment is for the Swift interests to be utilized in the manufacture of fertilizer. On discharging the cargo she will load for Mexico, Central and South American ports.

Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 23.—(Special.)—After being fumigated here, the Japanese steamer Tenpaisan Maru sailed at 4 o'clock this morning to Portland, where she will load for Europe.

The British motorship Loch Katrine arrived last night from British Columbia and will load at Portland and Astoria for the United Kingdom.

The steam schooner Thomas Crowley arrived at 8:30 this morning from San Francisco and went to Portland.

The steam schooner Johan Poulsen arrived at 7 o'clock this morning from Fort Bragg with a cargo of tanbark for Portland. She will load lumber at St. Helens.

The steam schooner G. C. Lindauer, which was discharging redwood railway ties at the S. P. & S. dock, was to shift tonight to Wauna.

Bringing freight for Portland, the steam schooner Wapama arrived at 8:20 this morning from San Francisco. She is to load lumber at St. Helens.

The Matson line steamer Makena will be due Saturday to load about 1500 tons of general cargo at the port terminals for Honolulu.

Among the other vessels listed to take on freight at the local terminals the next few days are the Siberian Prince, flour for the United Kingdom; Santa Rosa, salmon for New York; Dakotan, lumber and salmon for New York; Jeptha, flour for South America, and Loch Katrine, lumber for the United Kingdom.

The Norwegian steamer Niels Nielsen, with grain from Portland, sailed at 3 o'clock this morning for Dublin.

Bringing fuel oil for Astoria and Portland, the tank steamer La Purisima arrived at 6 o'clock this morning from California.

The Norwegian steamer Dicto arrived at 7 o'clock last night from Vancouver and went to Portland to load for the United Kingdom.

After loading 800,000 feet of lumber at the port terminals for Australia, the Swedish steamer Boren shifted at 4 o'clock this morning to Wauna.

The Hammond lumber piling raft, which was grounded a few days ago while being hauled out of Coal creek, was moved into the creek last night and will be hauled into the Columbia about 3 o'clock tomorrow morning. The raft is to be towed to San Francisco by the tug Sea Ranger.

The steam schooner Hornet arrived at 8 o'clock this morning from San Francisco and went to Warrenton to load lumber.

The steam schooners Flavel and Halco are due to load lumber at the Hammond mill.

GRAYS HARBOR, Wash., Aug. 23.—(Special.)—The steamer Nehalem cleared for San Pedro at 3 p. m. from the A. J. West mill, Junction City.

The motorship Wm. Donovan cleared for San Pedro at 2 p. m. from the Donovan mill, Aberdeen.

The steamer Helene will finish loading at the Aberdeen Lumber & Shingle company and depart for San Francisco at 8 p. m.

The steamer San Jacinto will sail from the E. K. Wood mill, Hoquiam, for Ventura, Cal., tonight.

The steamer Nyanza left Wilson's mill at 5 a. m. for the Grays Harbor Commercial company's plant and was forced to stop anchor in mid-channel on account of dense fog. She proceeded later to destination.

The steamer Hakushika Maru moved from the Grays Harbor mill, Hoquiam, to the Hulbert mill, Aberdeen, to finish loading.

COOS BAY, Or., Aug. 23.—(Special.)—The steamer Admiral Goodrich has been outside the bar since early morning, unable to cross because of a heavy fog that has not lifted except at short intervals during the day. The Admiral Goodrich is from Portland enroute to Eureka and San Francisco.

The steam schooner Bertie M. Hanlon finished discharging cargo today and sailed for Bandon this afternoon at 1:50 to load lumber for San Francisco.

The steam schooner Yellowstone, which loaded for San Pedro on the 16th, completed at the North Bend Mill and Lumber company dock this morning and sailed south at 1:40.

The steam schooner Martha Buehner, arriving this morning from San Pedro at 6:10, is loading lumber at the Buehner mill.

Billed to leave yesterday for the south, the steamer Cottonplant with a lumber cargo from the Smith Electric dock, did not get away until 1:45 this afternoon enroute to Bay Point.

TACOMA, Wash., Aug. 23.—The steamer Birmingham City arrived at the smelter yesterday from New York. She shifted to the port of Tacoma dock later and is taking on a cargo of lumber for the Atlantic coast.

With a large cargo of flour aboard the Japanese steamer Tokiwa Maru sailed for Kobe and other Japanese ports today. Her cargo was loaded at the Puget Sound Flour mill dock and the Tacoma Grain company.

The Northland sailed for San Francisco today with a cargo of lime and flour. She loaded at the Baker dock, the Tacoma Grain company and the Pacific Coast Gypsum company.

The steam schooner Ryder Hanify cleared from Tacoma yesterday with her decks piled high with lumber for San Francisco.

The Matson Navigation company steamer Lurline is scheduled to arrive at the terminal dock tomorrow from the Hawaiian islands. She will discharge a cargo of Hawaiian pineapples. Tacoma is now enjoying the same freight rates from the Hawaiian islands as San Francisco, and a great marine trade is being developed by Tacoma firms with companies in the islands, according to Sam Stocking, manager of the terminal dock. Mr. Stocking stated that many large local firms are doing business with Honolulu and other Hawaiian cities and that to date they have not a complaint to register. Hawaiian firms are clamoring for northwest products, and it behooves Tacomans to transact all business possible with the Hawaiian islands, said Mr. Stocking.

The Lurline will take on a general cargo of mill products, canned goods and furniture.

An advance in freight rates may be expected in the near future, according to statements of shippers along the waterfront today. Steamship lines are now quoting bottom figures in transportation rates. The rates at present are said by local shippers to be so low that they are doing the shippers great harm. A cutthroat programme is now in effect and companies are scarcely able to continue operations. Many concerns at present refuse to enter into contracts at the present low prices. The freight rates, expecting, it is said, a marked increase in the near future.

SEATTLE, Wash., Aug. 23.—In the next two months, it is estimated, 34 big ocean carriers will sail from north Pacific ports for points in northern Europe. Practically all are at this time assured liberal cargoes. Refrigerator space to be filled with perishables figures in the total, but general merchandise and lumber are the big factors.

Loaded to capacity with canned salmon, the motorship Santa Fluvia, floating cannery, commanded by Captain Harry W. Crosby, sailed today from Uyak, Kodiak island. She left here for Bering sea last April with cans for 31,000 cases of salmon. It is reported that she filled these and permitted distribution of fish to canneries ashore on Bristol bay.

Defeated by one point in double and foursome matches played at the Vancouver Golf and Country club, a group of Seattle steamship operators returned home today well pleased with the showing they had made in British Columbia. They were Colonel E. J. Nash of the Royal Mail Co.; Captain A. Patullo and D. W. Fraser of Balfour, Guthrie & Co.; Charles P. Sargent of the International Mercantile Marine; C. Fairburn of Dodwell & Co.; J. H. McMaster and K. Gilmour of the Royal Mail staff, and Maurice McMicken, local attorney.

The Seattle board of steamboat inspectors will convene tomorrow morning to try Captain E. P. Bartlett, commander of the H. F. Alexander, on a charge of being negligent when his vessel hit Cake Rock, off the Washington coast, August 7, and stove in her bow.

Captain Orlson J. Bralon, who had command of the training ship Brockdale and prior to that the Iroquois for the shipping board, was today made skipper of the seagoing tug Sea Monarch.

The Edmore of the oriental service of the Admiral line, will go on drydock tomorrow for overhauling, cleaning and painting.

SAN PEDRO, Cal., Aug. 23.—Arrived: Cellio, from Redondo, 6 A. M.; Providencia (Fr.), Santa Rosalia, 7 A. M.; Santiam, from Astoria, 7:30 A. M.; Minnesotan, from Hamburg, 8:30 A. M.; Coalinga, from San Francisco, 10 A. M.; Harvard, from San Francisco, 10:15 A. M.; Hawaiian, from Seattle, Portland and San Francisco, 12 noon; Montebello, from San Francisco, 12:15 P. M.; Iroquois (Br.), From San Francisco, 12:45 P. M.; R. J. Hanna, from San Francisco, 7 P. M. Sailed: Amalthus (Br.), for Balboa, 7 A. M.; Senator, for San Francisco and Portland, 10 A. M.; Providencia (Fr.), for San Francisco, 1 P. M.; Arizonian, for London, 1 P. M.; Daisy Cadboy, for Grays Harbor via San Francisco, 3 P. M.; Harvard, for San Francisco, 4 P. M.; Daisy Freeman, for Columbia river, 4:45 P. M.; Cellio, for San Francisco and Portland, 5 P. M.

SAN PEDRO, Cal., Aug. 23.—The British tanker Amalthus, on her maiden voyage to this port for the Royal Dutch Shell Oil company, finished loading today at the Union Oil company and sailed for Balboa to await orders. Another tanker, the Conde de Churruca, the first Spanish vessel to call at the local harbor since before the Spanish-American war, is being loaded here with oil for the return voyage to Balboa.

Under the command of Captain Thomas Blau, the Pacific Mail liner President Taft, passed northwest bound off San Pedro today en route to San Francisco from New York. The great liner, formerly the Buckeye State, was originally scheduled to call at this port on the voyage, but plans were later changed. The President Taft is coming to the coast to be placed on the oriental run out of San Francisco.

SAN FRANCISCO, Aug. 23.—The Pacific Mail liner President Taft set up a new record for the run between New York and San Francisco, arriving a few hours more than 12 days after leaving the eastern port, the Pacific Mail announced. The previous record was made by the H. F. Alexander, formerly the Great Northern, which made the run in 13 days.

The President Taft is one of the shipping board's "535" combined passenger and freight vessels.

PORT TOWNSEND, Wash., Aug. 23.—The steamer Chattanooga, bound for Boston, has gone to New Westminster for cargo, and is to shift to Vancouver to load lumber.

The Norwegian steamer Regulus is due tomorrow on Puget sound from west coast ports with ore for Tacoma and nitrates for Dupont. After drydocking she is to reload with lumber at Port Ludlow.

The Nippon Yusen Kaisha liner Yokohama Maru is due tomorrow evening bound for Seattle with 2100 tons of oriental cargo and 40 passengers. That she may dock tomorrow, quarantine officers are to board her at Victoria and give her pratique en route.

VANCOUVER, B. C., Aug. 23.—The steamship Wairuna of the Canadian-Australian line sailed at noon for Australia via San Francisco.

The French line motorship Mississippi, Empire Shipping company agents, was due tonight from Europe with 300 tons of general cargo. She will load outward with general cargo and 20,000 to 30,000 cases of salmon.

The Royal Mail steamship Empress of Canada, will sail tomorrow with 600 passengers, 255 first cabin, 125 second and the remainder third and steerage.

The salmon pack on the Skeena river this year will reach nearly 100,000 cases of sockeye, according to reports received at the Merchants' Exchange. Last Friday the sockeye pack was 89,800, spring 11,400, pink 125,750, chums 3700, cohoes 9000 and steelheads 450. In addition to the good catch it is reported that large numbers of fish reached the hatchery grounds at Babine lake and Lakesle.

Movements of Vessels.

PORTLAND, Aug. 23.—Arrived at 3 A. M., Wahkeena, from San Francisco; at 6 A. M., Dicto (Norwegian), from Victoria; at 4 P. M., Johan Poulsen, from San Francisco via Fort Bragg; at 6:15 P. M., Thos. Crowley, from San Francisco; at 6:30 P. M., Wapama, from San Francisco; at 8:45 P. M., Tenpaisan Maru (Jap), from Milike; at 2 P. M., Loch Katrine (British motorship), from Rotterdam. Sailed at 11:55 P. M., Siberian Prince (British), for London via San Francisco. Arrived at 11 P. M., La Purisima, from San Francisco.

ASTORIA, Aug. 23.—Left up at 8 last night, Dicto (Norwegian). Sailed at 3:30 A. M., Niels Nielsen (Norwegian), for Europe via San Francisco. Left up at 6 A. M., Boren (Swedish), for Wauna, last Friday's 7%. Since the price Arrived at 5 and left up at 6:30 A. M., Johan Poulsen, from San Francisco. Arrived at 8:30 and left up at 9:40 A. M., Wapama, from San Francisco. Arrived at 10 and left up at 4 A. M., Thos. Crowley, from San Francisco. Arrived last night and left up at 4 A. M., Loch Katrine (British motorship), from Rotterdam. Left up at 7:30 A. M., Tenpaisan Maru (Jap). Arrived at 6 and left up at 11:15 A. M., La Purisima, from San Francisco.

SAN FRANCISCO, Aug. 23.—Arrived at 11 last night, Hattie Luckenbach, from Portland and Puget sound, for New Orleans. Arrived at 5 A. M., F. J. Luckenbach, from Portland, for New York and Boston. Sailed at 7 A. M., Pleiades, from Mobile and way ports, for Portland and Puget sound.

NEW YORK, Aug. 23.—Arrived, Deerfield, from Portland, for Baltimore. Arrived, Robin Adair, from Portland, for Boston.

BOSTON, Aug. 22.—Arrived, K. I. Luckenbach, from Portland and way ports.

CRISTOBAL, Aug. 21.—Orlean, from Portland, for Mobile and way ports.

LONDON, Aug. 22.—Arrived, Montgomery City, from Portland and way ports.

BOSTON, Aug. 21.—Sailed, Texan, from Hamburg, for Puget sound and Portland.

ST. HELENS, Aug. 23.—Passed at 11:15 A. M., Loch Katrine (British motorship). Passed at 3 P. M., Tenpaisan Maru (Jap). Passed at 3:15 P. M., Thos. Crowley. Passed at 4 P. M., Wapama.

SEATTLE, Wash., Aug. 23.—Arrived—Willpolo, from Baltimore, 6:30 P. M.; Prince Rupert, from Prince Rupert, 4 P. M.; Missourian, from Tacoma, afternoon; Horace X. Baxter, from San Pedro, 1:30 P. M.; Lurline, from Honolulu, 6:15 P. M.; Mukilteo, from San Pedro, 12:10 P. M.; steam yacht Caslana, from Alaska, 11 A. M.; Northland, from Tacoma, 1 P. M.; Pacific, from San Pedro, 6 P. M.

Departed—Prince Rupert, from Prince Rupert, 11:45 P. M.; Admiral Sebree, for Alaska, noon.

SEWARD, Aug. 23.—Departed—Admiral Evans, southbound, 10:30 P. M. yesterday.

JUNEAU, Aug. 23.—Departed—Spokane, southbound, 4 A. M.; Jefferson, southbound, 7:30 A. M.

VICTORIA, B. C., Aug. 23.—Passed—City of Rangoon, for Vancouver, 10 A. M.

PORT ANGELES, Aug. 23.—Passed in—Willamette, for Everett, 11:15 A. M. Passed out—Steamship Triumph, towling, 9:30 A. M.

TACOMA, Aug. 23.—Departed—Northland, for San Francisco, midnight; Japanese steamer Tokiawa Maru, for Kobe, 3:30 P. M.

NEW YORK, Aug. 23.—Arrived—Willfaro, from San Francisco.

SHANGHAI, Aug. 23.—Arrived—Hamer from San Pedro. Aug. 22—Iyo Maru, from Seattle; President Madison, from Tacoma.

HONGKONG, Aug. 21.—Arrived—President Lincoln, from San Francisco.

TIENTSIN, Aug. 21.—Arrived—Toyama Maru, from Tacoma.

HAVRE, Aug. 19.—Sailed—Iowa, for San Francisco.

MANILA, Aug. 22.—Sailed—Apus, for San Francisco.

SHANGHAI, Aug. 22.—Sailed—Hamer, for San Francisco.

CRISTOBAL, Aug. 22.—Sailed—Kristianiafjord, for San Francisco; Santa Veronica, for San Francisco.

NEW YORK, Aug. 23.—Arrived—Majestic, from Southampton.

GENOA, Aug. 18.—Arrived—America, from New York.

CADIZ, Aug. 21.—Arrived—Manuel Calve, from New York.

HAVRE, Aug. 20.—Arrived—La Savoie, from New York.

ANTWERP, Aug. 22.—Arrived—Zeeland, from New York.

LISBON, Aug. 22.—Arrived—Canada, from New York.

FAYAL, Aug. 22.—Sailed—Graga, for New York.

SAN FRANCISCO, Aug. 23.—Sailed—Maui, for Honolulu, 12:35 P. M.; Multnomah, for Portland.

SAN FRANCISCO, Aug. 23.—Arrived—Bolivia, from Hongkong, 12:05 A. M.; Wilhelmina, from Honolulu, 7:16 A. M.; President Taft, from New York, 8:15 A. M.; Amur Maru, from New York.

Tides at Astoria Thursday.

High.	Low.
1:23 A. M...9.0 feet	8:04 A. M...10 foot
2:07 P. M...8.7 feet	8:27 P. M...0.2 foot

Report From Mouth of Columbia River.

NORTH HEAD, Aug. 23.—Condition of the sea at 5 P. M., smooth; wind north, 24 miles.

GUN SALE IS TRACKED

KUTNER BELIEVED MAN WHO SOLD REBERIO WEAPON.

Insane Slayer Probably Will Be Brought to Portland to Identify Place of Purchase.

Belief that George Reberio, insane slayer of Alvin R. Price of Kelso, Wash., purchased his revolver in the second-hand store of A. Kutner on North Sixth street, was expressed last night by Detective Captain Harms after he and Sheriff Wellington of Columbia county had investigated the pawnshops and second-hand stores of that part of the city.

Kutner, the captain said, answered to the description of the man from whom Reberio said he purchased the revolver. Reberio, who ran amuck on a Portland-Astoria auto bus Monday night, said he bought the weapon from a second-hand dealer on North Sixth street, near a pharmacy where he had purchased medicine Monday afternoon. Kutner's place is near the pharmacy, while Kutner also answers the description given by Reberio. Kutner vehemently denied having sold the weapon, but Captain Harms said that Reberio probably would be brought to Portland later to point out the man who sold him the gun.

Kutner, according to the police, had no license to sell the revolver, and if it is found that he did make the sale, he will be prosecuted, Captain Harms said.

R. Olding of Vancouver, B. C., who was wounded by the insane gunwielder, was reported improving yesterday at St. Vincent's hospital. It is now thought he will recover.

Obituary.

Mrs. Virginia Penwell.

Funeral services for Mrs. Virginia Penwell, resident of Portland since 1904, who died last Monday morning at her cottage at Long Beach, Wash., will be held this morning at 10:30 o'clock at Finley's chapel, Interment will be in the Mt. Scott cemetery.

Mrs. Penwell, who would have been 82 years of age tomorrow, had been suffering from ill health for some time. She spent part of the past two years at Santa Cruz, Cal., for her health. Recently she returned to the northwest and was spending the summer at Long Beach at the time of her death.

Mrs. Penwell was born in Shullsburg, Wis., in 1840. She came west with her father, Hon. A. A. Townsend, from Wisconsin to Montana in 1867. Mr. Townsend was later a member of the Montana state senate.

Mrs. Penwell is survived by the following daughters: Mrs. Eva Colvin of Santa Cruz, Cal.; Miss Esther Penwell of Long Beach, Wash., and Mrs. Jeanette Knight and Mrs. Nellie S. Starr of Portland. There is also one granddaughter, Mrs. Esther Johannesen of Portland.

ASSETS ARE REDUCED

State Bank Loses Thousands by Action of Federal Court.

Bankrupt debtors of the defunct State bank of Portland have materially reduced the assets of that institution, according to a statement issued by Frank S. Bramwell, superintendent of banks. Some of the paper, held by the wrecked institution, is now worthless because of action of the federal bankruptcy court.

A. Akerstrom and John Erickson, proprietors of a restaurant at 125 First street owed the State bank $10,847 on two notes dated September 30, 1921, and payable in 90 days. These two men have been adjudged bankrupt despite protests of Mr. Bramwell.

Another of the debtors who has followed similar action is Frank C. Young, one time operator of the West Side Lumber & Shingle company. Young's note for $5600, held by the State bank has been rendered worthless by his petition filed recently in the bankruptcy court.

INN KEEPER DEFENDED

Efforts to Have Cloud Cap Inn