PORT OF PORTLAND BUDGET $1,160,316

Dredging Department to Get $572,178 for Work.

NEW ENGINES ORDERED

J. H. Polhemus Told to Go Ahead With Contracts for Drivers on Pilotboat.

Budget estimates of the Port of Portland commission for 1923, as adopted yesterday, aggregate $1,160,316.83. Eight months' actual expenditures of the 1922 budget have been $957,610.53 and four months' estimated expenditures are figured at $402,436.39, bringing the total to $1,360,046.82. Net interest earnings on current funds for 1923 are tabulated at $3000, reducing the new budget estimate to $1,157,316.83.

The items embraced in the new budget include $572,178.44 for the dredging department in operation, maintenance and capital expenditures, with $33,432.18 for the towage and pilotage service; $45,966.25 as the Port of Portland's half of the budget for the joint traffic bureau operated in connection with the commission of public docks; $38,379.96 for administration; $89,000 for sinking fund installments; $91,360 for interest on bonded debt; $165,000 for special development projects that take into consideration an outlay of $100,000 for removing a reef from the harbor below the St. Johns railroad bridge and $65,000 for the possible extension of the dike at the mouth of the Willamette and at Morgan's bar and $125,000 for plant increases, the latter item providing $75,000 for a pilot boat and $50,000 for a new dredge tender.

Bonding Power Ample.

The 1921 tax total, under the tax limitation act, was $630,995.22, and bonded debt items were $189,134.98, so the net 1921 tax for general purposes was $441,860.24 and the 6 per cent added makes it $468,371.85 as the legal limit under the tax limitation for general purposes, but bonded debt items aggregate $180,360, so the total to be raised by taxation is $648,731.85. The port has much unused bonding power to meet the new project requirements.

J. H. Polhemus, general manager of the port, who returned the first of the week from California, after inspecting Diesel engines, was authorized to proceed with the awarding of contracts for engines for a new pilot boat and new dredge tender, bids having been received from several plants, also to call for proposals for constructing the vessels. It was announced as the policy of the commission that work be done within the taxing district, which means, in effect, that competition will be among Portland marine builders.

Reef to Be Removed.

Mr. Polhemus reported on methods and plans for blasting away a reef below the St. Johns bridge and was authorized to proceed with the work. The reef will be drilled and explosives used to reduce it, the purpose being to save the pieces of rock suitable for dike work, filling behind bulkheads and the like, so a saving will be accomplished.

It was ordered that a lease be executed for a parcel of ground north of the west approach of the Harriman bridge, where moorings have been established for the towboat Portland and for other vessels of the fleet to receive supplies and orders. The monthly rental is $10.

OHIOAN ARRIVES IN RIVER

Three More Freighters Are Due to Take Export Cargoes.

Of a fleet of carriers due in the river yesterday and last night the Ohioan, of the American-Hawaiian flag, crossed in at 4:40 o'clock and will begin discharging at terminal No. 1 this morning. She had about 850 tons of cargo and will load 1000 tons of canned goods and dried fruit for Europe.

The motorship Borgland, in to A. M. Gillespie, Inc., was due in the river last night with 790 tons of paper from Sweden and will load 50 tons of fruit for Hull.

The Chickasaw City, from the orient, via British Columbia, was another carrier expected. As she will pass through quarantine her departure from Astoria for Portland was delayed until today.

The Santa Clara, the first of the Pacific Mail intercoastal carriers to report in the new service, was listed. The Santa Barbara steamed into the river yesterday and went to Westport to start her load and the Gothicstar arrived at terminal No. 4 last night to load pears and apples for Europe.

DOCK WORKERS AUGMENTED

Disaffection of I. W. W. Prompts Registration of Labor.

Registration for longshoremen at the neutral hall closed at 4 o'clock yesterday afternoon, and in the absence of a complete tally it was said about 700 workers were listed. The registration was provided for in a notice posted October 5, when it was made known that I. W. W. members and others seeking through agitation to bring about discord would be excluded from the hall.

The men listed gave their names and addresses and in that they assented to the working rules of the hall, which have been objected to by some. It is said the number enrolled insures gangs for working the average number of ships handled, while other men will be accepted on applications being presented. The establishment of the neutral hall followed the longshore strike in the spring and the employment of union and non-union men is carried on there.

PORT TRAFFIC CHIEF HOME

Prospect for Grain Outlet via Portland Impresses Growers.

Harry L. Hudson, manager of the port traffic bureau, returned yesterday from Alberta, Calgary, where he interviewed grain interests and others in respect to a proposal that the Canadian Pacific railroad be asked to place in effect a rate on export grain to Portland that would be competitive with the tariff applying to Vancouver, B. C.

Facilities available at Portland for handling the northern cereal and the slightly increased distance from Calgary to this harbor as compared with those in the north and the general advantage of handling business through the port credited with the major part of the wheat exports of the northwest were made known by Mr. Hudson. The prospect of having an outlet via Portland is said to have impressed Calgary growers.

"En Route" List Reduced.

With only the steamer Benroech and bark Harald on the "en route" list of grain carriers at the Merchants Exchange, the board has a somewhat bare appearance. The arrival of the steamer Baron Ogilvy eliminated one from the list. She reported here yesterday and berthed at the West Oregon mill to be lined. Of the fleet in port the Sheaf Mead was finished yesterday and will get away today with a full cargo for the United Kingdom.

CHALLAMBA IS CHARTERED

Motorship Is to Be Sent to Seattle for Overhauling.

Charter of the motorship Challamba of the Ocean Motorship company's fleet to load a cargo of lumber here for Valparaiso was given out yesterday. The vessel recently loaded a cargo at St. Helens for the Hawaiian islands and is on her way to Marclay sound with salt, after which she is to be drydocked at Seattle for annual overhauling. She is due here about October 23 and loads at Inman-Poulsen's and the St. Johns Lumber company.

The Babinda of the same flag and which is steadily in the Portland-California trade with the Boobyalla, arrived yesterday and berthed at Supple's dock. She will have an average cargo outward and is to sail Tuesday. The line has a contract for the delivery of newsprint paper to the southern ports and that forms a nucleus for cargoes. In addition much general freight is carried.

PORT WEATHERS CRISIS

ASTORIA BESET BY SERIOUS PROBLEMS IN SHIPPING.

Penalizing of Grain Rate Causes Setback, While Federal Policy on Car Material Is Felt.

ASTORIA, Or., Oct. 12.—(Special.)—In comments on the operations during the last year at the Astoria port terminals, George Black, the accountant who audits the books and accounts of the port, says in part:

The last year has been a difficult one, beset with vicissitudes, and was what might be deemed a crisis in the development of the port. The grain rate decision, penalizing Astoria practically 10 per cent differential on grain freight rates from certain territories in the interior, had a decided effect on business of that nature, and a policy adopted by the United States shipping board resulted in losing the major portion of a very large quantity of car material for the orient. This mentions but two of the unfortunate influences from outside sources which militated against the port's development, both of which occurred in the early part of your fiscal year, and it is encouraging to note the decided improvement in other tonnage handled during the last six months of your fiscal year, which period is as a rule the dullest in terminal operations.

No small credit for this increase is due to the inauguration of the traffic department, which, while entailing considerable expense, is now beginning to show tangible results even in the face of adverse circumstances. The establishment of a department of this kind cannot be expected to show instantaneous results, but must lay the plans for future development; consequently, although established in January, 1921, could not be expected to show results until about the present time.

Port Names Budget Committee.

MARSHFIELD, Or., Oct. 12.—(Special.)—The Port of Coos Bay commissioners have appointed to the port budget committee seven men within the precincts of the port, five of whom were chosen as principals, and two to serve in the event any of the original appointees cannot serve. The budget committee consists of V. C. Gorst and George Sailor, North Bend; J. S. Lyons, B. R. Chandler and A. E. Adelsperger, Marshfield. F. P. Norton and H. C. Noble were named as alternates. The port commission, to date, has not named the amount of money required for next year, and this statement is not expected until the new tug Oregon is thoroughly tested. The port may buy the tug.

Felix Taussig Heavily Laden.

Cargo aboard the steamer Felix Taussig, due here from the east coast November 8, in the Crowell & Thurlow service, is said to be the largest inbound list of consignments loaded on vessels of that flag of late for Portland, aggregating about 2200 tons. The William A. McKenney is expected October 27, and is understood to have a large volume of freight. F. N. Bush, Portland agent for Sudden & Christenson, which firm represents the Crowell & Thurlow organization, says in the cargo of the Felix Taussig are heavy shipments of plate for the Willamette Iron & Steel Works.

Hydrographic Office Notice.

The S. S. Dorothy Alexander reports that at 6:37 A. M. October 9, when in latitude 44 degrees 05 minutes N., Longitude 124 degrees 45 minutes W., passed a large tree partly submerged, with branches extending five feet above water, dangerous to navigation.

N. M. PIGMAN,
Lieut. U. S. N., Officer in Charge.

Marine Notes.

The motorship La Merced, here with a copra cargo after a rough voyage from the south seas, is said to be due for repairs that will include shipping a new propeller and replacing a shaft lost at sea.

The steamer Devon City moved to terminal No. 4 from the Peninsula mill yesterday to work wheat.

The oriental steamer West Kader finished unloading general cargo at terminal No. 1 and moved early yesterday to the dock of the Northwest Machinery company, at the south end of the harbor, to discharge 1500 tons of coal.

The steamer Steel Inventor, loading lumber for the east, moved from St. Helens to terminal No. 1 last night to finish her cargo with other freight.

The ship Chillicothe, of the Columbia River Packers' association, left up from Astoria last night in row of the steamer Portland to have changes made to fit her for the 1923 season in Alaska. The work will be done by the Albina Marine Iron Works.

Harbormaster Speier has advised dock owners in writing of the objection to berthing vessels abreast at docks adjacent to bridges, as they interfere with oncoming vessels moving through the harbor. Complaints have been made by pilots of deepwatermen.

Tides at Astoria Friday.

High.	Low.
6:22 A. M.....6.2 ft.	11:34 A. M.....3.8 ft.
5:33 P. M.....7.4 ft.	.....

Report From Mouth of Columbia River.

NORTH HEAD, Oct. 12.—Condition of sea at 5 P. M., smooth; wind, south; 4 miles.

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.

SHIP ALLOCATION ASKED

PORT BODY FAVORS SERVICE TO ORIENTAL CITIES.

Failure of Shipping Board to Send Vessels Here Is Held Discriminatory.

Pending indorsement of the move by shipping interests to have the shipping board allocate three combination passenger and freight steamers of the "502" type to the Portland-oriental service, as initiated by the shipping committee of the foreign trade bureau of the Chamber of Commerce, the Port of Portland commission and commission of public docks adopted resolutions yesterday.

The resolution of the Port of Portland follows:

"The Port of Portland commissioners are in favor of the establishment of freight and passenger service from the port of Portland to the following oriental ports, Yokohama, Kobe, Shanghai, Hongkong, Manila, P. I., and Dairen, by the United States shipping board through the allocation of a suitable number of '502' type for this service. It is the belief of the commissioners that the record shown in the development of transpacific tonnage from this port entitles it to equal treatment with the ports of the states of Washington and California in the assignment of freight and passenger vessels, and be it further

"Resolved, That the commissioners commend the special committee for untiring efforts in this matter."

The dock commission expressed the sentiment of its members in the following resolution:

"Be, and it is hereby resolved by the commission of public docks, at a regular meeting assembled, That the secretary of this commission communicate with the United States shipping board the request of this commission to allocate to the port of Portland combination freight and passenger vessels of the '502' type to be operated from Portland to transpacific ports for the following reasons:

"That such ships are being operated from Seattle and San Francisco, while no such vessels are operated from Portland, and gives to Seattle and San Francisco undue and unfair preferences.

"That, by the United States government reports, Portland is now the second port on the Pacific coast in volume of tonnage, it is therefore entitled to all the advantages that are necessarily derived from the operations of this type of vessels.

"That delay in recognizing the needs of commerce at this port in the employment of such vessels from this port will permit business that should be done through this port to be diverted to competitive ports north and south."

The latest information says the application is before Vice-President Love of the shipping board, and that statistics on the Pacific trade are awaited before final action is taken. Two of the ships desired are idle in San Francisco bay.

RATE RISE IS REFUSED

DOCK COMMISSION TURNS DOWN REQUEST.

Engineer Gets Authority to Ask for Bids on Electric Wiring in Apple Warehouse.

Action against increasing the wharfage rate on inter-coastal freight, as requested recently by the north coast freight bureau, so that it would be on the same basis as the Seattle tariff, was taken yesterday by the commission of public docks in adopting recommendations of the committee on operation that the Portland tariff remain unchanged. It was set forth by the committee that the tariff was amended in April and that the understanding then was it would continue in effect at least 12 months.

Authority was accorded Chief Engineer Hegardt to call for bids on electric wiring for the new apple storage warehouse, the foundation and floor of which is well advanced at terminal No. 4. It was the opinion of the commission that the installation of an automatic sprinkler system in the structure was unnecessary because of the class of freight to be stored there and the character of construction.

In the monthly report of Engineer Hegardt it was set forth that 42,655 tons of general cargo had been handled over municipal terminals in September; also 43,224 tons of bulk wheat, 2916 tons of sacked wheat and 363 tons of wool, a total of 90,188 tons. In August the general cargo amounted to 33,934 tons, which included wool, while no wheat was shipped. The lumber movement for September was 1,840,077 feet as compared with 830,722 feet in August. The aggregate wheat movement over the terminals in September, 1921, was 9475 tons, so the business last month far overshadows it.

For the first ten months of the year total revenues have been $420,247.48, while for the first ten months of 1921 they were $336,769.64.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Oct. 12.—(Special.)—The Williams line steamship Willhilo arrived from Tacoma today to load one million feet of lumber here, beginning at the Grays Harbor Commercial mill, Cosmopolis.

The steamer J. B. Stetson, from San Pedro, arrived to load at the A. J. West mill.

The steamer Shasta, from San Pedro, arrived to load at the E. K. Wood mill, Hoquiam.

The steamer Daisy Gadsby arrived from San Francisco to take lumber at the Anderson & Middleton mill.

The steamer Depere crossed the bar late yesterday for South America via San Francisco.

The steamer Artigas cleared for New York, via Pacific ports, late yesterday.

The steamer Carlos was moved to the lower harbor preparatory to clearing for San Pedro with a lumber cargo from the Donovan mill.

The Japanese steamship Kureha Maru shifted from the Wilson to the Hulbert mills to complete her cargo for the orient.

ASTORIA, Or., Oct. 12.—(Special.)—The steam schooner Santa Barbara arrived at 1:40 P. M. from San Francisco and will load a full cargo of lumber at Westport.

After discharging fuel oil in Portland the tank steamer Wm. F. Herrin sailed at 8:30 A. M. for California.

The steamer Chickasaw City will be due tonight from Vancouver, B. C., and goes to Portland to pick up freight for London.

After taking on freight in Portland the Norwegian motorship George Washington sailed at 4:30 P. M. for Copenhagen via way ports.

The steamer Depere arrived at 10 o'clock last night from Grays Harbor and after loading 200 tons of flour at the Astoria terminals sailed at 4 P. M. for South America, via way ports.

Carrying freight and passengers from Astoria and Portland the steamer Rose City sailed at 7:30 last night for San Francisco.

The British steamer Gothic Star arrived at 7:30 A. M. from Vancouver, B. C., and after taking on frozen salmon here left at 11:30 A. M. for Portland to load general freight for Europe.

The steamer Senator sailed at 10 last night for San Francisco and San Pedro with freight and passengers from Portland and Astoria.

After being fumigated here the British steamer Baron Ogilvy left at 8 A. M. for Portland, where she is to load grain for the United Kingdom.

The steam schooner Tahoe is expected to finish loading 350,000 feet of lumber at Warrenton tomorrow and sail for Willapa harbor to complete her cargo.

After taking on freight in Portland the steamer Eagle sailed at 11 o'clock last night for Baltimore via way ports.

The motor-schooner Babinda arrived at 4 A. M. from San Pedro with freight for Astoria and Portland.

The British steamer Margaret Coughlan, with freight from British Columbia, Puget sound and Portland, will leave tonight for Montreal.

The coast guard cutter Algonquin is due from Alaskan cruise via Seattle to remain on her station here during the winter. The cutter will be moored at the port terminals, from where she can make a quick run to sea in case of a disaster along the coast.

TACOMA, Wash., Oct. 12.—The Iowan of the American-Hawaiian line is due tomorrow at the Baker dock. It is hoped that this big intercoastal steamer will be of aid in clearing up the cargo gathering for the vessels of this line. It was said by steamship agents that more cargo is offering than can be handled at present and docks are being rapidly filled up. Bookings on all lines are said to be hard to obtain at present.

Both the Georgian and Ohioan of the American-Hawaiian line in the intercoastal and European trade have had all space filled out of here. Other lines reported similar business from Tacoma.

The Northland is due tomorrow at the Baker dock from San Francisco. This vessel will load at the local mills for California.

The Quinault left tonight for California with a full cargo of lumber from the Puget sound lumber, tidewater and port piers.

With freight for local firms, the Celilo arrived at the terminal dock late Wednesday night and left early this morning for California via Seattle and down sound ports.

The Japanese steamer Horaisan Maru arrived at the port pier early this morning. After loading, the vessel left today for Seattle.

The Stanwood, from California, arrived this morning and will load a full cargo of lumber here for the south. The Stanwood will probably leave Saturday night.

The Ruth Alexander, from California ports, is due at the Commercial dock tomorrow morning.

COOS BAY, Or., Oct. 12.—(Special.)—The gasoline schooner Osprey sailed for Gold Beach at 6:25 A. M., carrying a general merchandise cargo for merchants on Rogue river.

The steam schooner Hoquiam, which had been in port for several days past, sailed for San Francisco with a lumber cargo at 4:30 P. M.

The steamer Cotton Plant left for Bay Point at 3:40 P. M. with a lumber cargo for the Coos Bay Lumber company plant.

The lighthouse tender Manzanita arrived from the north at 2:50 P. M. and discharged supplies at the Arago lighthouse, afterwards entering the bay.

The motorship Mary Hanlon arrived here at 2 P. M. and upon discharging a freight cargo at the Ocean dock will continue to the Siuslaw river for a lumber cargo from the Bester & Vaughan mill.

Andrew T. Ulkkala, a sailor on the steam schooner Acme, was drowned at Port Orford this afternoon. He was employed in loading lumber and fell from the deck into the ocean.

SAN PEDRO, Cal., Oct. 12.—The freighter Sudbury of the American-Hawaiian line, scheduled to arrive at Los Angeles harbor today, was delayed and is expected to dock early tomorrow. The Sudbury is coming from gulf ports and has a capacity cargo for Pacific coast delivery.

The Norwegian tanker La Habra, chartered to the Union Oil company, which arrived Wednesday, will go into drydock at the harbor for the replacing of a propeller. The vessel threw a blade while coming from Chanaral.

SEATTLE, Wash., Oct. 12.—With completion of the last unit of the wheat storage warehouse chart of the Seattle Warehouse company at the foot of Dawson street, with a frontage of 475 feet on the Duwamish waters, will be officially opened when the Alaska Steamship company's steamer Cordova, Captain Charges, Saturday morning. The Cordova is expected here tomorrow night. She is bringing 30,000 cases of canned salmon and 7500 barrels of salt and pickled fish. C. R. Dale is dock manager and A. M. Thompson traffic manager at the new terminal.

Advices to R. S. James, manager, here for the Luckenbach service, are that the steamship Walter A. Luckenbach, which was in collision with the tanker Lyman Stewart Saturday, will be turned at San Francisco instead of coming to Seattle, her Puget sound cargo being brought north by the Orinoco, under charter to the Luckenbach line.

The California of the American-Hawaiian Steamship company, credited with being the largest American motorship in service, is due here next week from Los Angeles.

Three sailing vessels from the Hawaiian islands for Puget sound are expected to report any day at Cape Flattery, two of them being several days over the average time. For the voyage from the islands. No alarm is felt for them as adverse winds are known to have prevailed in their course. The barkentine James Johnson sailed September 8 and the Alice Cooke September 15. The schooner Vancouver left Honolulu September 28.

The Harrison direct line steamship Craftsman, which left here tonight for Liverpool, London and Glasgow, had all her local space reservations filled with lumber, canned goods and general merchandise, including much oriental freight transhipped here.

If the Ketchikan of the Alaska Steamship company, which struck an iceberg September 30 and is proceeding here after temporary repairs, has enough oil in her bunkers she will proceed to Tacoma and discharge before going on dry dock. She is expected to reach Tacoma by noon tomorrow.

PORT TOWNSEND, Wash., Oct. 12.—The schooner Robert Lewars finished loading lumber at Port Gamble today and sailed here tonight to sign on a crew and clear for Honolulu.

The coast guard cutter Smith arrived today to take on ammunition before proceeding to Ketchikan, where she is to be stationed to enforce prohibition.

VANCOUVER, B. C., Oct. 12.—The steamship Chilkibulus is due at Victoria Saturday from the orient.

The steamship Ixion sailed from Victoria today with mails, passengers and freight.

The British tank steamer San Lambertb has sailed from Amsterdam with 2,000,000 gallons of creosote for Wilmington and Seattle. This is said to be the largest shipment of creosote in three years to this coast.

SAN FRANCISCO, Cal., Oct. 12.—Salvage work on the stranded oil tanker Lyman Stewart, which went ashore last Saturday at Point Lobos following a collision with the freighter Walter A. Luckenbach, is progressing slowly. The saying of the vessel depends entirely upon weather conditions during the next few days, salvage men said. If the weather continues favorable and there are no heavy seas it is expected that the ship will get off the beach within a few days.

The Pacific Mail steamer President Cleveland has been placed on drydock to undergo an overhauling. A complete survey will be made of the vessel to ascertain if any damage was sustained when she grounded at the mouth of the Yangtse river on her last trip to the orient. It is believed the vessel will be off the drydock in time to load freight and sail for the orient October 18.

Movements of Vessels.

PORTLAND, Oct. 12.—Arrived at 2 P. M., motorship Babinda, from San Pedro, via San Francisco; La Purisima, from San Francisco; at 5 P. M., British steamer Baron Ogilvy, from Dairen; at 10 P. M., British steamer Gothicstar, from Vancouver, B. C. Sailed at 7 A. M., British steamer Margaret Coughland, for Montreal, at 9:35 A. M., Capt. A. E. Lucas, for San Pedro; at 6 A. M., Norwegian motorship George Washington, for Christiania; at 1 A. M., W. F. Herrin, for San Francisco.

ASTORIA, Oct. 12. — Arrived at 9 o'clock last night, Depere, from Grays Harbor. Sailed at 9:30 last night, Senator, for San Diego and way ports; at 10:30 last night, Eagle, for New York and way ports, via Puget sound. Arrived at 3 and left up at 4 A. M., motorship Babinda, from San Pedro via San Francisco, left up at 8 A. M., British steamer Baron Ogilvy; arrived at 8:50 A. M. and left up at noon, British steamer Gothicstar, from Vancouver, B. C.; arrived and left up at 2:30 A. M., Santa Barbara, from Mukilteo.

SAN FRANCISCO, Oct. 12.—City of Honolulu, from Honolulu, for San Pedro, abandoned at sea about 100 miles from San Pedro. Passengers and crew in boats, safe as far as known.

SAN FRANCISCO, Oct. 11.—Sailed at 10 P. M., Lehigh, from Boston and way ports, for Portland. Sailed at 10 P. M., Iowan, from New York and Boston, for Portland.

SEATTLE, Wash., Oct. 12.—Arrived—La Touche, from southeastern Alaska, 9 A. M.; Eagle, Portland, 9 P. M.; Admiral Dewey, from Vancouver, B. C., 5:45 P. M.

Departed—Admiral Dewey, for San Francisco, midnight; Clan McIvar, for Sydney, Australia, 1:25 P. M.; U. S. C. G. Algonquin, for Sound trip, 9 P. M.; Horaisan Maru, for Tacoma, 5 A. M.

VICTORIA, B. C., Oct. 12.—Arrived—Ixion, from Seattle, 8:30 A. M.

Departed—Ixion, for Manila, 10:45 A. M.

BELLINGHAM, Wash., Oct. 12.—Arrived—Admiral Dewey, from Everett, 5:20 P. M. October 11; Cricket, from San Pedro, 3 A. M., October 11.

Departed—Admiral Dewey, for Anacortes, 5:30 A. M., October 11.

PORT GAMBLE, Wash., Oct. 12.—Arrived—K. I. Luckenbach, from Port Ludlow, 1 P. M.

EVERETT, Wash., Oct. 12.—Arrived—Davenport, from Tacoma, 7 A. M.; Celilo, from Tacoma, 4 A. M.

Departed—Santa Rita, for San Francisco, 11:30 A. M.

MUKILTEO, Wash., Oct. 12.—Departed—Santa Barbara, for Portland, 5 P. M.

ANACORTES, Wash., Oct. 12.—Arrived—William Campion, from Seattle.

ABERDEEN, Wash., Oct. 12.—Arrived—Steamer Willhilo, from Tacoma; steamers J. B. Stetson and Shasta, from San Pedro; steamer Daisy Gadsby, from San Francisco.

Sailed—Steamer Carlos, for San Pedro; steamers Depere and Artigas, for San Francisco, October 11.

AD PORTS

SAN DIEGO, Cal., Oct. 12.—The only arrival in port today was that of the steamer Yale, in at 8 P. M., from San Francisco and San Pedro, with passengers and freight. The Yale will leave for the north tomorrow evening. Several vessels, including the transport Rigel from Philadelphia, are expected here tomorrow.

TACOMA, Wash., Oct. 12.—Arrived—Horaisan Maru, Yokohama via ports, 7 A. M.; Stanwood, from San Francisco, 8:40 A. M.; Celilo, from San Francisco; Atlas, from Point Richmond, during the night.

Sailed—Atlas, for San Francisco, via ports, 11 A. M.; Quinault, for San Pedro, 3:30 P. M.; Nanka Maru, for Yokohama, 3:30 P. M.; Celilo, for San Francisco, via Seattle, during night; Horaisan Maru, for Seattle, 7 P. M.

SAN PEDRO, Cal., Oct. 12.—Arrived: Tanker La Habra, October 11, from Chanaral; steamer Vanguard from Union Landing, 5 A. M.; tanker La Brea from San Francisco, 5:15 A. M.; steamer Wilmington from Eureka, 7 A. M.; steamer Dorothy Alexander from Seattle and San Francisco, 8 A. M.; steamer Ipswich from Seattle, Portland and San Francisco, 8:15 A. M.; steamer Fort Bragg from Fort Bragg and San Francisco, 9 A. M.; steamer Wapama from Portland and San Francisco, 10 A. M.; steamer Flavel from Astoria, noon; steamer Yellowstone from Coos Bay, 10:30 A. M.; tanker W. S. Rheema from San Francisco, 6 P. M.; tanker Los Angeles from San Francisco, 6 P. M.; steamer Yale from San Francisco, 10:45 A. M.

Sailed: Steamer Everett for Redondo, 5:30 A. M.; tanker Montebello for Martinez, 5:45 A. M.; steamer Nebraskan for San Francisco, Portland and Seattle, 9:30 A. M.; steamer Wellesley for Eureka, 2:30 P. M.; steamer Yale for San Diego, 3 P. M.; steamer Edgar F. Luckenback for New York, 3 P. M.; steamer Centralia for Eureka, 5 P. M.; steamer Horace X. Baxter for Blaine, 5:30 P. M.; steamer Dorothy Alexander for San Diego, 10 P. M.; tanker La Brea for Martinez, 5 P. M.; motorship Vaquero for San Diego, 10 P. M.

SAN FRANCISCO, Oct. 12.—Arrived: H. F. Alexander, from Seattle, 9 A. M.; Providencia (Fr.), from Rosalia, 6:55 A. M.; Glamorganshire (Br.), from Astoria, 11.20 A. M.

Sailed: Yosemite, for Seattle, 9:30 A. M.; Delarosa, for Seattle, 8:55 A. M.; Benefactor (Br.), for Liverpool, 1:05 P. M.

NEW YORK, Oct. 12.—Arrived: Rochambeau, from Havre; Taormina, from Naples.

YOKOHAMA, Oct. 11.—Arrived: Yokohama Maru, from Seattle, Oct. 10. Manila Maru, from Tacoma.

HONGKONG, Oct. 11.—Arrived: President Taft, from San Francisco; Korea Maru, from San Francisco.

MANILA, Oct. 12.—Arrived: President Grant, from Seattle.

KOBE, Oct. 12.—Arrived: Kentucky, from San Francisco.

DUBLIN, Oct. 10.—Arrived: Niels Nielsen, from San Francisco.

SHANGHAI, Oct. 10.—Arrived: Torrey, from Portland, Or.; Oct. 11, Nanking, from San Francisco.

NEW YORK, Oct. 12.—Arrived: Arabic, from Naples.

ANTWERP, Oct. 11.—Arrived: Pennsylvania, from Port Arthur.

HULL, Oct. 11.—Arrived: Shannonmede, from New Orleans and Savannah.

NEW YORK, Oct. 12.—Sailed: Britannia, for Lisbon and Piraeus; Munsomo, for Vera Cruz.

LIVERPOOL, Oct. 12.—Sailed: Sythia, for New York.

SOUTHAMPTON, Oct. 12.—Sailed: George Washington (from Bremen), for New York.

LONDON, Oct. 11.—Sailed: Moordijk, for San Francisco.

PROBOLINGO, Oct. 6.—Sailed: Tijilebet, for San Francisco.

KOBE, Oct. 10.—Sailed: Atbama Maru, for Tacoma.

SHIMONOSEKIC, Oct. 10.—Sailed: Skipsea, for Grays Harbor.

MANILA, Oct. 11.—Sailed: Donna Lane, for San Francisco.

CRISTOBAL, Oct. 11.—Sailed: Durbar Maru, for San Francisco; John D. Archbold, for Los Angeles.

PLYMOUTH, Oct. 12.—Sailed: Nordam, for New York.

NEW YORK, Oct. 12.—Sailed: Minnekahka, for Hamburg; President Arthur, for Bremen; Caramania, for Liverpool; Mount Carroll, for Hamburg; Heligolav, for Copenhagen.

SHANGHAI, Oct. 11.—Sailed: Sumatra Maru, for Port Arthur; Tatabot, for Philadelphia.

Women Seeking Office.

KLAMATH FALLS, Or., Oct. 12.—(Special.)—Miss Ida B. Momyer, incumbent, today announced her candidacy for city treasurer. Miss Clara Calkins will oppose her. Three women are now in the field for city office, Miss Lottie Fisher, candidate for police judge being the third.

POISON TAKEN IN PLAY

Children Near Death as Result of Party Frolic.

FRANKFORT, Ind., Oct. 12.—Two children are near death here today as the result of playing "sick lady and doctor."

Sarabell Thompson is said to have suggested that the five children at her party play "sick lady and doctor" and volunteered to play the part of doctor. When the other children consented she is said to have gone to the medicine chest and taken out a bottle of poison. Of the five children physicians say two of them swallowed enough of the poison to kill five persons.

Sarabell, the "doctor," administered the poison to Irene Keck and then took some herself. Although in a serious condition, it was said their experience would not prove fatal.

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. Wednesday, unless otherwise indicated.

NILE, Yokohama for Honolulu, 816 miles from Yokohama, October 10.

WILLIAM ROCKEFELLER, New York for San Pedro, 1280 miles south of San Pedro at noon, October 10.

ELDRIDGE, Vancouver for Yokohama, 1650 miles from Seattle, October 10.

ATLANTA CITY, San Pedro for Yokohama, 2469 miles west of San Pedro, October 10.

TALTHYBIUS, Yokohama for Victoria, 740 miles from Victoria, October 10.

MAKAWELI, Kaanapali for San Francisco, 56 miles from San Francisco, October 10.

BROAD ARROW, San Francisco for Taku bar, 1363 miles from San Francisco, October 10.

ALGONQUIN, San Francisco for Tsingtau, 1548 miles west of San Francisco, October 10.

THOMAS, Manila for San Francisco, 1058 miles from San Francisco, October 10.

WEST KEATS, Portland for Yokohama, 936 miles from the Columbia river, October 10.

PEDRO CHRISTOPHERSON, Vancouver for San Francisco, 580 miles north of San Francisco.

EAGLE, Portland for Seattle, in the Columbia river.

STEEL AGE, Honolulu for San Francisco, 510 miles west of San Francisco, at noon.

ENTERPRISE, Mahukona for San Francisco, 843 miles west of San Francisco.

ED KINGSLEY, Blubber bay for San Francisco, 400 miles north of San Francisco.

GREAT CITY, Portland for Colon, 420 miles south of San Francisco.

RUTH ALEXANDER, San Francisco for Seattle, 357 miles from San Francisco.

MANOA, San Francisco for Honolulu, 76 miles from San Francisco.

SANTA CRUZ, Bellingham for San Francisco, 278 miles from Bellingham.

JOHANNA SMITH, San Francisco for Coos bay, 105 miles north of San Francisco.

W. S. RHEEM, Richmond for Los Angeles, 124 miles south of Richmond.

LIERRE, Seattle for San Pedro, 218 miles from San Pedro.

F. H. HILLMAN, Philadelphia for San Francisco, 844 miles south of San Francisco.

KATRINA LUCKENBACH, New York for San Pedro, 677 miles south of San Pedro.

ROBIN ADAIR, New York for San Pedro, 775 miles south of San Pedro.

NEVADAN, Seattle for San Pedro, 354 miles from San Pedro.

H. M. STOREY, San Pedro for Richmond, 268 miles from Richmond.

CHINA, Hongkong for San Francisco, 20 miles from San Francisco.

ERNEST H. MEYER, Portland for San Francisco, 70 miles from San Francisco.

EDNA CHRISTENSON, Aberdeen for San Pedro, 650 miles north of San Francisco.

LA PLACENTIA, San Pedro for Martinez, 76 miles from Martinez.

WAPAMA, San Francisco for San Pedro, 382 miles from San Pedro.

CASIANA, San Pedro for Honolulu, 652 miles from San Pedro, at noon.

IPSWICH, San Francisco for San Pedro, 130 miles south of San Francisco at noon.

SANTA CLARA, San Francisco for Portland, 113 miles north of San Francisco, at noon.

HOLLYWOOD, Newcastle for San Francisco, 1000 miles from San Francisco.

HYADES, San Pedro for Honolulu, 179 miles from San Pedro.

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

ADMIRAL FARRAGUT, Wilmington for San Francisco, 110 miles from Wilmington.

COL. E. L. DRAKE, Honolulu for Richmond, 1220 miles from Richmond.

ARTIGAS, Grays harbor for San Francisco, 54 miles south of Grays harbor.

MAUNGANUI, San Francisco for Sydney, 1806 miles from San Francisco.

WAKEENA, St. Helens for San Diego, 113 miles south of the Columbia river.

CITY OF LOS ANGELES, San Pedro for Honolulu, 1377 miles from San Pedro.

ALBERTOLITE, San Francisco for Pisagua, 929 miles south of San Francisco.

CHARLIE WATSON, Seattle for Richmond, 732 miles from Richmond.

CHARLIE WATSON, Seattle for Richmond, 732 miles from Richmond.

ROBERT LUCKENBACH, San Pedro for Philadelphia, 1611 miles south of San Pedro.

MERIDEN, San Pedro for San Francisco, 178 miles south of San Francisco.

H. F. ALEXANDER, Seattle for San Francisco, 228 miles from San Francisco.

CHARLIE WATSON, Seattle for Richmond, 732 miles from Richmond.

ELDRIDGE, Seattle for Yokohama, 1630 miles from Seattle at 8 P. M., October 10.

POMONA, Seattle for Yokohama, 1812 miles from Seattle at 8 P. M., October 10.

VICTORIA, Seattle for Nome, 1406 miles from Seattle at 8 P. M., October 10.

ANVIL, motorship, Unga for Sand point, ten miles from Unga at 8 P. M., October 10.

STARR, False Pass for Belikofsky, 30 miles from Belikofsky at 8 P. M., October 10.

BEAR, Manila for San Pedro, 1841 miles from Manila at 8 P. M., October 10.

PRESIDENT JEFFERSON, Seattle for Yokohama, 3832 miles from Seattle at 8 P. M., October 10.

TUSCULOSA, Hongkong for San Francisco, 2304 miles west of San Francisco at 8 P. M., October 10.

VALDEZ, at Yakutan at 8 P. M., October 10.

SKAGWAY, at House Shoe bay at 8 P. M., October 10.

ADMIRAL EVANS, have to off Seal island at 8 P. M., October 10.

NORTHWESTERN, Uyak for Seward, 84 miles from Seward at 8 P. M., October 10.

CURACAO, Sitka for Petersburg, 160 miles from Sitka at 8 P. M., October 10.

ED KINGSLEY, Blueberry for San Francisco, 50 miles south of Flattery at 8 P. M., October 10.

BABINDA, San Francisco for Portland, 72 miles south of the Columbia river.

UNALGA, cutter, at Juneau, Alaska, at 8 A. M., October 11.

BABINDA (motorship), San Francisco for Portland, 72 miles south of Columbia river.

By Federal Telegraph Company.

B. J. HANNA, Manila for San Francisco, 4822 miles west of San Francisco, October 10.

PRESIDENT JEFFERSON, Seattle for Yokohama, 3332 miles west of Seattle, October 10.

DIANA DOLLAR, San Francisco for Kobe, 3652 miles west of San Francisco, October 10.

THOMAS, Manila for San Francisco, 1058 miles west of San Francisco, October 10.

NEWPORT, San Francisco for Cristobal, 2387 miles south of San Francisco, October 10.

PRESIDENT LINCOLN, Kobe for Shanghai, 260 miles from Kobe, October 10.

PRESIDENT WILSON, Yokohama for San Francisco, 3229 miles west of Honolulu, October 10.

WEST CHOPAKA, San Pedro for Yokohama, 142 miles east of Yokohama, noon, October 10.

COLOMBIA, San Francis