2000 KIWANIANS DUE TO VISIT PORTLAND

National Convention Will Open on Wednesday.

MANY ARE NOW ON WAY

Banquet to International President and Other Delegates Will Be Big Feature.

Members of the International Kiwanis club, nearly 2000 in number, will pour into the city during the next two days to attend the annual national convention of the association, June 16 to 19, inclusive. The convention will be the second of the big national affairs in Portland during June and will play a big part in making Portland the greatest convention city of the country for 1920.

Already two of the leading officers of the International Kiwanis club are in the city, together with a score or more of delegates from outside points. Practically every train today, tomorrow and Tuesday is expected to bring additional delegates from points all over the United States and Canada. Henry J. Elliott of Montreal, Canada, president of the international organization, arrived yesterday morning, and was fittingly received at the station by a large contingent of local Kiwanians and by the Royal Rosarians. O. Samuel Cummings of Chicago, international secretary, arrived two days earlier, and the two officers spent some time yesterday conferring with the Portland Kiwanis officers and going over plans for the big convention.

275 Clubs in U. S. and Canada.

There are 275 clubs throughout the United States and Canada, and everyone of them is expected to be represented here by one or more delegates. Between 1500 and 2000 are expected at the convention, and the Portland session is expected to be the largest ever held by the Kiwanians.

The convention will open at 10:30 o'clock Wednesday morning with sessions in the Elks' temple. On Tuesday the Kiwanians will register at the first floor of the Oregon building, and the conference between officers and convention committees will be held. An event which, by the way, will be the opening feature, will be a luncheon Monday noon, when Portland Kiwanians and their wives will be hosts to the international president, secretary and other head officers and delegates. The speakers will be President Elliott, Secretary Cummings and Roe Fulkerson of Washington, D. C., editor of the Kiwanis magazine.

The complete programme of the convention is as follows:

Tuesday, June 15.

Conferences and registration.

Wednesday, June 16.

8 A. M.—Auto tour through east side parks.

10:30 A. M.—Opening session, Elks' temple; invocation, Rev. E. H. Pence; welcome, Oregon, Governor Ben W. Olcott; welcome, Portland, Mayor George L. Baker; response and address, President Henry J. Elliott.

2:30 P. M.—First business session, Elks' temple, First Vice-President J. Mercer Barnett presiding; address, "The Kiwanis Spirit, a World Need," M. A. McDonald, K. C., Vancouver, B. C.; report of International Secretary O. Samuel Cummings; vocational conferences.

7:30 P. M.—Matinee party for visiting ladies, Orpheum theater.

8 P. M.—Concert, Royal Rosarian band, Multnomah hotel; dancing in east ballroom; musicale and entertainment in red room; exhibition Oregon scenery, refreshments.

Thursday, June 17.

10 A. M.—Second business session, Elks' temple; invocation, Father O. J. McMillen; address, "How Great Is Kiwanis?" Dr. J. Berg Esenwein, Springfield, Mass.; report of International Treasurer Benjamin V. Dula Hunt; report of finance committee; reports of district governors; reports of international committees; ratification of charters.

1:30 P. M.—Luncheon and style show for visiting ladies, crystal room, Benson hotel.

2:30 P. M.—Third business session, Elks' temple; address, "We Build," Dr. M. S. Barnwell, Birmingham, Ala.; consideration constitutional amendment; resolutions committee report; credentials committee report; presentation gavels and banner.

6 P. M.—Auto tour parks and boulevards and west side residential sections, terminating at Council Crest, 1200 feet above city and sea level, viewing mountains and cities in two states.

Light refreshments served by members of the Progressive Business Men's club. Evening devoted to dancing and enjoyment of all amusement concessions.

Friday, June 18.

10 A. M.—Fourth business session, Elks temple; third vice-president, P. J. Wilson, presiding; invocation, Rev. Walter H. Nugent; address, "The Army and Its Relation to the People," Brigadier-General William C. Davis, Camp Lewis, Washington; reports of conference held on June 15.

2:30 P. M.—Fifth business session, Elks temple; election of officers; convention city, 1921.

6:30 P. M.—Presidents' banquet, municipal auditorium; provision for over 1000 Kiwanians and their ladies; special music and entertainment.

Saturday, June 19.

8 A. M.—Auto tour of famous Columbia river highway; start from Portland, Benson, Nortonia and Seward hotels.

11:30 A. M.—Box luncheon at Eagle Creek.

12:30 P. M.—Inspection government fish hatchery, Bonneville.

1 P. M.—Return Portland via Base Line road.

OPPORTUNITY PASSED UP

OREGON MINES NEGLECTED, SAYS COLONEL MILLER.

"With Gold at Our Very Doors, Element of Chance Is Reduced and Lure Lessened."

MEDFORD, Or., June 12.—(Special.)—If the mineral wealth existing near Medford were 500 miles from the nearest railroad in South America the millionaires would be clamoring to invest money in it," said Colonel Robert A. Miller of Portland, addressing an audience here last week, "but with this wealth at our very doors the element of chance has been reduced and the lure of gold lessened."

Colonel Miller, who was a miner in early days, was talking about the geological formations of southern Oregon. According to him every known mineral except tin is to be found in this district. Gold, silver, copper, cinnabar, iron and platinum are known to exist in this region in large quantities. Oregon now furnishes a large part of the world's supply of platinum.

Southern Oregon is still a great field for mineral exploration, said Colonel Miller, but the minerals and oil will not be produced unless an attempt is made to mine or drill for them, he declared. There is a far greater wealth remaining, the colonel said, than the $100,000,000 already taken out in gold.

KIWANIANS GATHERING FROM POINTS FAR AND NEAR THROUGHOUT UNITED STATES AND CANADA FOR INTERNATIONAL CONVENTION HERE THIS WEEK.

LEBANON SHOW SUCCESS

EXCELLENT EXHIBIT OF STRAWBERRIES MADE.

Automobile Parade Is Best Ever Given—Prizes Awarded for Best Decorated Cars.

LEBANON, Or., June 12.—(Special.)—The first day of the 12th annual strawberry show and rose festival was a success in spite of the threatening weather and the showers of the night before. The attendance was good for the opening day and a good showing of the fine Santiam river bottom berries were on exhibition.

The automobile parade was the best ever given. There were a large number of finely decorated cars by both individuals and organizations.

The prizes awarded for the best decorated cars in the several classes were as follows: Individuals, Mrs. Millsap first, Mrs. Clara Jones second and Mrs. Celia Sterming third; organizations, sophomore class high school first, senior class second and Sunshine Embroidery club, a social organization, third; industrial concerns, paper mills first, Sterling Warehouse company second, M. Schenk, clothier, third.

The baseball game between Lebanon and Independence was won by Lebanon by a score of 7 to 0. Bellinger of the local team let the visitors down with one hit and that a scratch, while the Lebanon boys got seven hits off Jensen, who occupied the box for Independence.

The batteries were: Lebanon, Bellinger and Norene; Independence, Jensen and Schunck.

SHIPPING LAW SUSPENDED

Section Favoring American-Owned Craft Abandoned for 90 Days.

Information was received yesterday by H. E. Lounsbury, general freight agent of the Oregon-Washington Railroad & Navigation company, from the traffic department of the Union Pacific system at Omaha that the interstate commerce commission has suspended for 90 days the operation of section 9 of the new merchant marine law recently passed by congress. This section provided that only American-owned ships could enjoy a preference in export and import freight rates of railroads. This would compel foreign-owned vessels to absorb a differential equivalent to the difference between domestic rates and the preferential export or import rates.

Much of the traffic passing through Pacific coast ports originates in the Rocky mountains, and the natural effect of this section would be to force the owners of foreign vessels to take their cargoes at Atlantic and Gulf ports to secure the benefit of the shortest necessary rail haul from point of origin.

When the bill was pending before the conference committees of congress the possible effect of its operation was pointed out by the Pacific coast shipping interests. It is anticipated that the suspension of this clause may become permanent.

200 MEN HUNT FOR GIRL

Olga Zimmerman, 9, of Rainier, Believed to Be Alive.

RAINIER, Or., June 12.—(Special.)—A two days' search for Olga Zimmerman, 9-year-old daughter of Chris Zimmerman, ended today with a slight clew to the whereabouts of the girl. She was last seen by Mrs. E. D. Ranes at 9 o'clock Thursday evening when four miles from the Zimmerman home going through a mass of logs and underbrush, where she evidently spent the night.

The country for many miles has been combed by 200 men and the theory that the child is dead has been abandoned. The bloodhounds returned to Woodburn tonight.

The girl has brown eyes, dark hair, wears a straw hat, a light blue wool coat, and No. 4 rubber boots, with tops cut off. The search will be continued tomorrow.

ARMY TRUCKS GATHERED

Vancouver Reported Designated Distributing Center.

VANCOUVER, Wash., June 12.—(Special.)—Vancouver has been designated the distribution center for 300 automobile trucks by the bureau of public roads for the north Pacific division. G. A. Dykes is authority for the statement that about 300 army trucks and tractors will be distributed from here. These trucks will be used in road work and will be sent to Washington, Oregon, Montana and Idaho.

The trucks will be stored at the old spruce cut-up plant at Vancouver barracks.

Already about 125 trucks and tractors have arrived. It is not known when the rest will come.

PORTLAND GETS SESSION

Pacific Coast Box Manufacturers Elect San Francisco Man.

SANTA CRUZ, Cal., June 12.—The Pacific Coast Box Manufacturers' association concluded its annual meeting here today with election of officers and selection of Portland, Or., for the 1921 meeting.

Officers chosen were R. E. York, San Francisco, president; Oscar Bergeland, Seattle, Wash., vice-president; William Warner, Oakland, secretary and treasurer.

Phone your want ads to The Oregonian, Main 7070, Automatic 560-95.

Group of officers of the International Kiwanis club: 1, J. Mercer Barnett of Birmingham, Ala., first vice-president; 2, Benjamin V. Deishunt of Milwaukee, treasurer; 3, Pliny J. Wilson of Johnston, Pa., third vice-president; 4, O. Samuel Cummings of Chicago, secretary.

COLLEGE TO BE IMPROVED

PHILOMATH TRUSTEES VOTE FUND FOR BUILDINGS.

$50,000 Pledged to Endowment Last Year—Faculty to Canvass for Students.

PHILOMATH, Or., June 12.—(Special.)—At the closing meeting yesterday of the board of trustees of Philomath college it was voted that the money recently received from the city for the old camp ground—now an auto park—should be used for improving and beautifying the college campus. Improvements are also to be made on the college buildings.

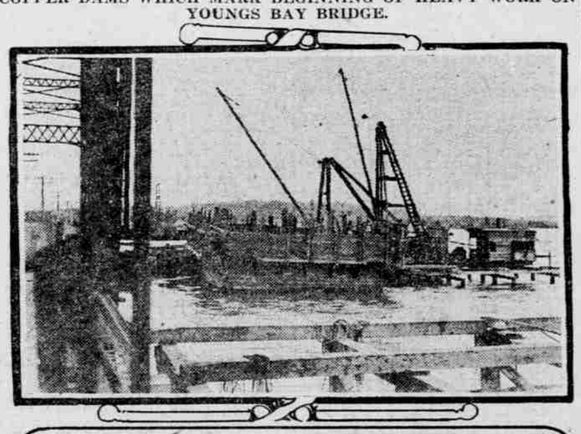
About $50,000 has been pledged on the endowment the past year, an increase of nearly 100 per cent, and $40,000 more is expected from the united enlistment movement.

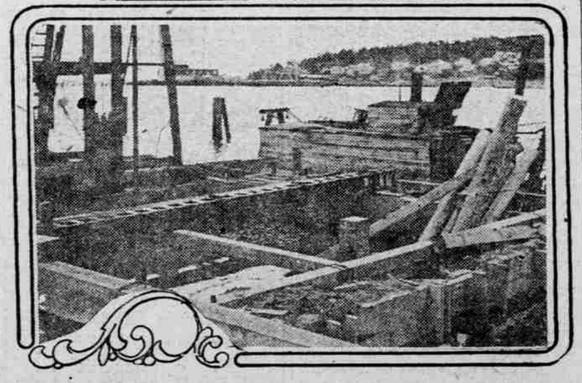
Members of the faculty are to assist in canvassing for students this summer. Other plans are in hand which it is expected will result in standardizing the school in the near future.

Wireless Reports "Wild" Fish.

HALIFAX, N. S.—Wireless reports from the government mackerel scout schooners report the fish as "running very wild." Thirty-two large schools were sighted one day moving toward the coast and the fishermen have taken some fine catches.

COFFER DAMS WHICH MARK BEGINNING OF HEAVY WORK ON YOUNGS BAY BRIDGE.





Above—Floating into place a dam built on shore, preparatory to sinking. Below—first dam on bottom. Heavy sand between inner and outer wall weights the whole and concrete poured in the center will make the pier for new structure.

With both piers well under way, active preparation for the heavier construction of the Youngs bay bridge at Astoria is now possible. The south shore pier was floated into position last week and the work of filling the coffer dam with sand enough to sink it to the bottom was practically completed on Saturday.

The north pier is ready for filling and concrete will begin filling the center space of the coffer dam the coming week. The piers are extremely heavy and will give ample support to the sturdy bascule type of lift bridge that will connect the ocean shore highway with the Columbia highway. The lifts will be much the same as those on the Broadway bridge at Portland, though of much lighter construction.

Filling the south approach is also well under way and the bridge undoubtedly will be finished at the time first planned, which will be next spring. The new overhead crossing carrying the road over the Astoria harbor loop railroad at the north end is now in use and at present connects with the old wooden bridge between the north and south shore.

SUICIDE STORY DENIED

TRANSPORT REACHES NORFOLK MINUS PROPELLER.

Morale of Passengers Excellent, Despite Long Voyage Across Pacific From Siberia.

WASHINGTON, June 12.—Arrival at Norfolk of the army transport Mount Vernon, carrying 4000 Czecho-Slovak troops, 900 German war prisoners and 250 women and children, was reported today to the war department by Captain Ferguson, commander of the vessel.

Captain Ferguson in a radio dispatch filed as the transport was entering the Virginia capes, denied reports received yesterday by the Czecho-Slovak legation and the Red Cross that several suicides had occurred aboard the transport after she had broken her propeller off the south Atlantic coast.

"Despite the long voyage across the Pacific from Vladivostok and around through the Panama canal," said the commander's report, "the morale of the passengers is excellent. Reports as to suicides having been committed on the ship are entirely erroneous."

The loss of one propeller, Captain Ferguson said, caused him to abandon the direct route to Europe and head into Hampton Roads.

The transport probably will be in drydock at Norfolk for several days, he added, and in the meantime the returning troops, war prisoners and passengers will be cared for by representatives of the Red Cross, Y. M. C. A. and Y. W. C. A.

WIFE, IN QUARREL, SHOOTS

Husband's Request for Dinner Rouses Ire.

Mrs. Opal Buss, 22, fired two shots at her husband, John Buss, 732 Fourth street, last night during a quarrel which followed the husband's request for dinner, according to the report of Inspector Mallett and Patrolman Simpkins, who arrested the pair on a charge of disorderly conduct. Neither of the shots took effect.

Buss told the police that he went home from work and found his wife tired from a trip down town. They quarreled when he asked her to cook supper, and finally the woman seized a .32-caliber revolver and threatened to shoot. Buss says. He seized her hand as she pulled the trigger and both shots went through the front door of the house and across the street. A squad of policemen under Lieutenant Moloney and Inspector Mallett broke down the front door of the house, expecting to find that a murder had been committed inside. The husband and wife were released on bail and their case set for trial in the municipal court tomorrow.

PORTLAND CITY DOCK IS FINEST ON COAST

New Orleans Manager Praises Municipal Terminal No. 4.

PORT'S VISION MENTIONED

San Francisco Suffering From Pressure of Other Ports Which Are Awakening to Trade.

Portland's new municipal terminal No. 4 is declared the finest on the Pacific coast in a statement by Walter Parker, general manager of the New Orleans Association of Commerce, published in a recent issue of that association's new bulletin. Mr. Parker has just completed a survey of port conditions througnout this coast with a view to determining the advisability and probability of the establishment of a steamship line to connect the Pacific coast with New Orleans and other gulf ports.

An impartial analysis of port conditions on this coast is given by Mr. Parker as follows:

"Los Angeles' hopes run high. It has a harbor with extensive possibilities, and has erected some facilities. It has fruits and long staple cotton and may soon desire to sell automobile tires in the Mississippi valley. Its territory can take from New Orleans coffee and European products trans-shipped and Mississippi valley manufactures.

Golden Gate Is Poor.

"San Francisco's harbor is not well equipped and cost of handling is high. It has enjoyed a monopoly among Pacific coast ports and its present situation reflects that fact. Through the aid of triangular Japanese lines it gets coffee from South and Central America and receives much oriental commerce for distribution throughout the United States. But San Francisco is beginning to feel the severe pressure of enterprising ports on the Pacific.

"Portland has begun to show real vision and has erected one terminal which reflects all the economies of shipside storage in complete coordination with rail lines. This terminal is capable of highly economic service. Portland receives coffee by trans-shipment from San Francisco. It has canned fish to send to the Mississippi valley and could take coffee and import and domestic manufactures from New Orleans.

Seattle Held Livest.

"Seattle is the livest port on the Pacific. Its equipment is good, but it has no terminal so well equipped as Portland's new terminal. It controls the bulk of the Pacific coast fishery commerce and lumber shipments. Its oriental steamship service is destined to become better and better but its European and Latin-American service will not become general for a long time.

"Thus far the Pacific coast ports have worked wholly along individual lines and I do not find any strong evidence of cooperation between them to build up Pacific coast business. This may come, and probably will come when San Francisco shall have made greater progress in the creation of more economic terminals."

Mr. Parker's conclusion as the result of his survey is: "In my opinion the day is not far distant when a coastwise line plying between New Orleans and the Pacific ports as far north as Seattle will offer many attractions."

Sand Brought for Shriners.

Burning sands of the eastern deserts—well, sand, anyway, constituted the only cargo of the steamer Westwind, which arrived here late last night from Honolulu. This sand, collected from the white ocean beaches of the Hawaiian islands, famed in popular song, occupied the lowly position of ballast in the Westwind, but will be exalted to performing a function in the ceremonies of visiting shriners. It is to be transformed mystically from Hawaiian sea sand to the Arabic desert variety, and as such will be strewn along the parade routes of the Shriners.

Bakersfield Here for Cereal.

The steamer Bakersfield of the European-Pacific line arrived in Portland at 7 o'clock last night and went into the slip at terminal No. 1 to discharge a small quantity of freight from London. She will take a full cargo of wheat or flour from here to Europe and will move to the Portland Flouring mills in time to start loading Monday morning.

Pacific Coast Shipping Notes.

TACOMA, Wash., June 12.—(Special.)—Marine business promises to be fairly active here during the next few days with the arrival of several off-shore vessels to load and discharge freight. Among the steamers listed for the early part of the week are the Eastern Tempest, of the Grace line, to load flour for the east coast; the Justin, of the Garland line, for Shanghai; the Mexico and Java Maru, of the Osaka Shosen Kaisha, to load for the orient; the Brookdale, to load for Honolulu; and the motorship Balcatta, to load for the east. Beside this list the usual number of coasters is expected.

On this trip across the Java Maru brought about 2000 tons of sugar for the refinery at Vancouver, B. C., beside other freight. The Java Maru has about 5000 tons of general freight awaiting here.

The Valdez and Horace X. Baxter were both here during the night and left this morning. The Baxter went to downsound ports and the Valdez to Dupont to finish discharging nitrates.

The work of organizing a merchants' marine exchange at Tacoma began last night, when a committee from the Tacoma Merchants' Exchange, composed of grain men, was appointed to solicit members for the new organization. It is believed that by July 1 the organization will be complete.

SEATTLE, Wash., June 12.—(Special.)—The first shipment of structural material for the 504-foot steel span bridge to be built over the Susitna river for the government railroad in Alaska, three carloads with 24 heavy stringers, departed for Anchorage yesterday on the steamship Admiral Watson of the Pacific Steamship company. Ten more carloads of steel for the new bridge and two carloads of 90-pound rails for the railroad will arrive here from the east in the next two weeks.

All water-borne freight is now embargoed from Prince Rupert, it was announced today, the Canadian Pacific railroad having decided in Vancouver, B. C., Thursday night to make no further attempt to land freight in the northern city by steamship. Prince Rupert is now tied up by a longshoremen's strike, except for such cargo as can be handled by volunteer business men. The Grand Trunk-Pacific stopped accepting Seattle shipments for Prince Rupert last Saturday, and Thursday's decision of the Canadian Pacific makes the embargo complete so far as concerns Seattle freight. The movement of cargo from the port of Prince Rupert, however, is not heavy enough to make the embargo serious locally. The embargo covers the movement from Vancouver and Victoria to the northern port.

Return to the Pacific coast of a tank ship which has been in the South American service will materially ease up the gasoline situation here a month earlier than expected, the Union Oil company's Seattle office announced today. The Union Oil tanker is to be in the coast service the latter part of this month, it was said, so that that company's gasoline supply would be increased some time before August 1, the date previously given as the time when more gasoline could be expected.

COOS BAY, Or., June 12.—(Special.)—The steam schooner Ryder Hanify left this morning for the Columbia river and Grays Harbor on her maiden trip at 8 this morning.

The steamer Johanna Smith went down the bay at 5 tonight and will get away for San Francisco during the night.

ASTORIA, Or., June 12.—(Special.)—The tank steamer A. F. Lucas, after discharging oil in Portland and Astoria, sailed at 9 last night for California with barge 93 in tow.

The tank steamer Oleum sailed at 9 this morning for California after discharging gasoline in Astoria and Portland.

The steamer Eastern Glen sailed at 4 this morning for the Atlantic coast laden with a cargo of flour from Portland.

The steamer Bakersfield arrived from Seattle at 7 this morning and proceeded to Portland.

The steam schooner Daisy Freeman crossed in at 7:05 this morning from San Francisco, bringing freight for Portland.

The steamer Rose City arrived at 2 this afternoon from San Francisco with freight and passengers for Astoria and Portland.

The steamer Glen, with lumber from Portland, sailed at 9 this morning for China after taking on fuel oil here.

The steam schooner Johan Poulsen, with lumber from Grays Harbor and Westport and boilers from Portland, will sail tonight for San Francisco.

The steamer West Wind arrived at 5 tonight from Honolulu and goes to Portland.

The steam schooner Tiverton, laden with lumber from the Rodgers shipyard, sailed at 6 tonight for Coos Bay.

GRAYS HARBOR, Wash., June 12.—(Special.)—The steamer Chehalis arrived late yesterday from San Francisco. She is discharging at the Benham wharf, Aberdeen, after having partially discharged at the Foster dock, Hoquiam.

The steamer Hartwood cleared this afternoon from the American mill, Aberdeen.

Ships in port tonight are: Steamers Chehalis and J. B. Stetson and the schooners Bainbridge and Alert.

SAN PEDRO, Cal., June 12.—(Special.)—After many delays the steamer Topatopa was launched from the yards of the Los Angeles Shipbuilding & Drydock company late this afternoon. The vessel was named for a mountain peak in Ventura county, in honor of the record that county made in liberty loan drives. The vessel is a standardized 8800-ton steamer for the shipping board.

Target practice of the battleship fleet was resumed again today. This afternoon the warships repelled an airplane attack. The fleet will leave for San Francisco June 23 next. Destroyers which arrived from San Diego yesterday took part in the practice today in an effort to ward off attacks of the seaplanes.

C. C. Cabrera, a Mexican, escaped from the steamer while she was lying at the dock here today.

With the great increase in the business of the port in the last few months pressure is being brought to bear upon the harbor commission to construct more lighters for use in the port. Present facilities have been found inadequate.

PORT TOWNSEND, Wash., June 12.—(Special.)—The schooner A. A. Coats returning from Honolulu, arrived today and proceeded to Mukilteo to load lumber for her return coast. When she passed in at Cape Flattery, a favorable wind prevailed which enabled her to come up the straits without the assistance of a tug.

The Japanese steamer Toyohashi Maru, bringing a big general cargo of oriental products and a fair list of passengers, arrived tonight from Hongkong via Yokohama and Victoria, arrived tonight too late for quarantine inspection, necessitating a delay here until Sunday morning.

The steel steamer Eastern Pilot, recently delivered to the United States shipping board by her Japanese builders will make her maiden voyage under the American flag in the service of the general steamship corporation to which she has been assigned for operations. She will be operated between Puget sound, San Francisco and ports of Chile and Peru. She is now discharging cargo at San Francisco. On Puget sound she will load canned salmon and other canned food stuff, lumber, box shooks and machinery. Returning from the west coast she will bring nitrates and copper ore.

The Japanese built steamer eastern tempest which has just completed alternations under the direction of the United States shipping board has been assigned to W. R. Grace & Co. to act as managing agents, will begin loading flour Monday for delivery at New York. She expects to sail the 15th of this month.

The merchant marine training steamers Iris and Brooklyde are to be returned and replaced by the 8800-ton steamer Hollywood. The Iris is to be retired immediately and the Brookdale after she makes another voyage to the Hawaiian islands.

SEATTLE, Wash., June 12.—(Special.)—Oriental sugar is arriving in Seattle, helping to relieve the Puget sound shortage. Shipments to date total 560,000 pounds.

The Mitsui steamship Mandasan Maru has just completed discharging 10,000 cases or 250,000 pounds of cube sugar from Darien, Manchuria, at the port commission's Smith Cove pier A.

The Nippon Yusen Kaisha has completed delivering 2000 sacks or 200,000 pounds of sugar from China. Its representatives report that from now on each of its big steamships is expected to bring at least a small shipment of the Chinese product.

What effect this foreign competition will have in bringing down the prices charged for the product of the American refineries is not yet apparent, but waterfront circles say that if the prices remain high the movement of sugar from China, Japan and Manchuria to northwestern ports probably will attain heavy proportions at a rapid rate.

Representatives of steamship companies said today that the high prices make it a profitable business to transport the product all the way across the Pacific—profitable for both the oriental refineries and the steamship companies.

The movement began on such a small scale at first that no attention was given to it in shipping circles, but then came the 200,000-pound shipment of the Nippon Yusen Kaisha, followed by the 250,000-pound consignment on the Mitsui steamship, the arrival of these two shipments causing a decided stir in waterfront circles. The Mitsui shipment of cube sugar is still on the Smith Cove pier. It was sent over in 25-pound cases.

SAN FRANCISCO, Cal., June 12.—(Special.)—The China Steamship company's liner China, Captain C. J. Lancaster, upheld her reputation as a passenger carrier when, upon her arrival from the orient, her purser, E. H. Plummer, exhibited a list containing the names of 700 passengers. This is the largest list the vessel has ever brought into port. The China brought a cosmopolitan crowd of travelers. About 40 of the passengers were missionaries, and among them were families numbering five to eight. There were also many tourists, including persons of prominence.

One of the largest seizures of opium made here for some time was made immediately after the arrival of the China. Customs inspectors, acting under instructions of Colonel John S. Irby, surveyor of the port, noted a sticky fluid running from a trunk and as a result $40,000 worth of the drug was found. The owner of the baggage did not appear.

There is every indication that the Oceanic Steamship line will get the steamer De Kalb as an assignment from the shipping board, according to Fred S. Samuels, general manager, who has just returned from Washington. Samuels demanded that the government make repairs that are necessary following the partial destruction of the craft superstructure at Hoboken some time ago.

The Union Steamship company's steamer Tofua, Captain Williams, arrived late today from Wellington and Papeete, bringing 121 passengers and a full general cargo. For some tim ethis vessel will alternate in the local service with the steamship Marama. Later the Tofua will be laid up pending the installation of oil-burning equipment. The Union line will operate two steamers as formerly for some time, but later when the traffic conditions warrant, it is intended to place three ships on the run.

The schooner William H. Smith, Captain Johnson, arrived today from Nuguialofa, after a passage of 63 days, bringing 326 tons of copra for Burns, Philip & Co.

The shipnin gboard steamer Cockaponset, Captain Wagner, arrived from Antwerp, Mobile and Panama with a full general cargo, brought from the Atlantic. hTis vessel is operated by Williams, Dimond & Co.

En route for the Atlantic, the Japanese freighted Tokufuku Maru arrived here today from Moji and after being bunkered by the King barges, will proceed via the canal.

The Pacific Mail freighter West Inskip, commanded by "Smiling" Joe Tibbets, arrived today from the orient with a light cargo.

The British steamer Waihemo of the Union line arrived from Auckland with 5000 tons of cargo consigned to Balfour, Guthrie & Co. This is one of the largest cargoes to b ebrought here from the British colonies for more than a year, and included a liberal shipment of wool.

The steamer Artigas arrived from Boston today with a full general cargo consigned to the Pacific Steamship company.

Laden with 926 tons of copra, the schooner Alumna, Captain Hayes, arrived today from Levuka. The cargo is for Wolff, Kirschbaum & Co. The vessel made a slow voyage, the time being 72 days.

RATE REDUCTION ASKED

IMPORTERS OF CRUDE RUBBER URGE EQUALIZATION.

Proposed Change Urged as Benefit to Portland and All Other Pacific Coast Ports.

A reduction in ocean and transcontinental rail rates on crude rubber to facilitate the movement of that commodity through Pacific ports is to be asked of the interstate commerce commission by a group of the principal rubber manufacturers in the east, according to information received by the traffic bureau of the Port of Portland and dock commission.

Under conditions prevailing at present, rubber can be carried from Singapore to New York through the Panama canal and then by rail to Akron, O., at a cost of $11.63 per ton less than the cost of carrying the rubber from singapore to Portland or any other north Pacific port and thence overland to Akron.

By routing their rubber shipments from Singapore and the Straits Settlements through Pacific coast ports, however, importers save an average of 13 days' traveling time, and this is held to be the principal reason that rubber shipments have come to this coast at all, instead of taking the less expensive route through the Panama canal and New York.

It is believed by the traffic bureau that if rail and water rates can be equalized over the two routes, practically all of the rubber imported from across the Pacific will move through Portland, Puget sound ports and San Francisco, while now only a small portion of the business comes this way.

Marine Notes.

The Japanese steamer Vancouver Maru, carrying the first cargo of phosphate rock in bulk to go from this port, sailed late last night for Japan. She also took a quantity of steel and some lumber.

The oil tankers Frank H. Buck and Atlas finished discharging their cargoes last night and left down in ballast for California.

The Admiral line steamer City of Topeka departed at 9 o'clock last night with freight and passengers for San Francisco, Coos Bay and Eureka.

The steam schooner Daisy Freeman arrived in the harbor last night with asphalt and general freight from San Pedro and San Francisco.

The passenger liner Rose City will be due at the Ainsworth dock from San Francisco at 1 o'clock this morning.

The new steam schooner Everett went out light last night for Everett, Wash., to load lumber for San Francisco on her maiden voyage. It was reported by Captain John P. Foldat, master of the Everett, that on her next trip up the coast she will bring cement to Portland and load on the Columbia river.

The steam schooner Klamath of the McCormick line will sail this afternoon for San Francisco and San Pedro with passengers from Portland and lumber from St. Helens.

The steamer West El Cajon will be lifted in the port drydock tomorrow, preparatory to being checked over from the Pacific Steamship company to the Columbia-Pacific Shipping company.

The river steamers Olympian and Astorian were drydocked yesterday for repairs. The Olympian is expected to be ready for duty again Wednesday and will be operated by the Northwestern Transportation company between Portland and The Dalles in the fast freight and passenger service.

Columbia River Bar Report.

NORTH HEAD, June 12.—Condition of the bar at 5 P. M.—Sea smooth; wind northwest.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	Due.
Str. Ryder Hanify	Coos Bay	June 14
Str. Argyll	Pt. San Lum	June 14
Str. Fort Wayne	Seattle	June 17
Str. West Hartland	Seattle	June 14
Str. Hiatum	Seattle	June 15
Str. Wawalona	Shanghai	June 15
Str. Dewey	San Fran	June 15
Str. Wapama	San Fran	June 16
Str. Yosemite	Seattle	June 20
Str. Artigas	San Fran	June 25
M.S. Cethana	Gulf Port	June 25
U.S.S. South Bend	Alaska	June 28
Str. The Angeles	Dairen	June 30

To Depart From Portland.

Vessel—	For—	Date.
Str. Klamath	San Fran	June 13
Str. Rose City	San Fran	June 15

Vessels in Port.

Vessel—	Berth.
Str. Bantu	North Bank dock.
Str. Cartiona	Terminal No. 1.
Str. Coaxet	Terminal No. 4.
Sch. Columbia River	East. & Western mill.
Str. Daisy Freeman	Couch-street dock.
Str. Daisy Putnam	St. Helens.
Str. Delisle	Inman-Poulsen mill.
Sch. Golden Shore	Inman-Poulsen mill.
St. Highe	Montgomery dock.
Bkt. Kath. Mackall	St. Johns mill.
Str. Klatuna	St. Helens.
Sch. Oregon Pine	Westport.
Str. Paralso	Portland Lumber mill.
Str. Rose City	Ainsworth dock.
Str. West Camak	Columbia dock.
Str. West El Cajon	Terminal No. 1.
Str. West Ivan	Clark-Wilson mill.
Str. Westwind	Albefa dock.
Str. West Nomentum	Peninsula mill.
Sch. Wm. H. Smith	American Can dock.

PORTLAND'S NEW BUSINESS GETTER IN THE ORIENT.

—Photo by Bushnell.

William G. Tait.

More extensive development of Portland's foreign trade with north China ports has led to the appointment of William G. Tait as the second oriental traffic agent of the joint traffic bureau created by the Port of Portland commission and commission of public docks.

Mr. Tait will arrive in this city tomorrow for a conference with members of the two port administrative bodies and local ship operators and importers and exporters. He will leave in a short time to take up his permanent headquarters at Kobe, Japan. Mr. Tait is a native of England, but an American citizen.

CLOSER RELATIONS URGED

MASTERS, MATES AND PILOTS TO MEET IN CANADA.

Pacific Coast Conference of National Association Will Lunch at Eagle Creek.

The next Pacific coast conference of the National Association of Masters, Mates and Pilots, which henceforth will be an annual event, will be held in Vancouver, B. C. A resolution to this effect was adopted at yesterday's session of the conference here following an invitation extended on the part of Vancouver friends by Captain William W. Best of the Canadian port. Captain Best's invitation was preceded by a plea by Captain C. W. Call of Seattle for closer relationship between the Canadian Merchant guild and the National Association of Masters, Mates and Pilots.

Mayor Baker opened yesterday's session with an address, in which he urged co-operation between shipping companies and the officers of vessels toward the furthering of mutual interests and aiding port development. The convention adopted a resolution conferring upon Mayor Baker and Harbormaster Speler a vote of thanks for their assistance.

Visiting delegates and local members of the association will set sail at 9 o'clock this morning from Second and Stark streets in a fleet of automobiles for a trip of inspection to municipal terminal No. 4. They will be piloted through the terminal by G. B. Hegardt, chief engineer and secretary of the dock commission. From the terminal the party will proceed up the Columbia highway and will have luncheon at Eagle Creek. This luncheon will be the last number on the convention programme.

LEVIATHAN SALE TERMS OUT

Bids for Liner Must Be Accompanied by $100,000 Check.

WASHINGTON, June 12.—Terms of sale of the former German passenger liner Leviathan, bids on which will be opened June 30, were announced today by the shipping board. Each bid must be accompanied by a certified check for $100,000 and the purchaser will be required to pay 20 per cent of the bid in cash and the remainder in installments extending over ten years. Details of these installments remain to be worked out.

The International Mercantile Marine corporation offered $3,500,000 for the liner at the auction sale in February, which was halted by the injunction obtained by William Randolph Hearst. Officials of the board confidently expect even higher offers in the private bids.

Many Going to Europe.

Passenger travel from Portland and other Oregon points to Italy and Greece is falling off but has been heavy of augmented to Norway and Sweden, according to the Bolham ticket agency of this city. While reservations can be secured on comparatively short notice to Mediterrancan ports, all passenger vessels plying from the Atlantic coast to the Scandinavian peninsula are booked full until August, it is reported. The movement into the Jugo-Slav district is also heavy.

Movements of Vessels.

PORTLAND, June 12.—Arrived at 7 P. M., steamer Bakersfield, from London via New York; arrived at 7 P. M., steamer Daisy Freeman, from San Francisco. Sailed at 1 P. M., steamer Everett, for San Diego via Everett; sailed at 6 P. M., steamer Johan Poulsen, from Westport for San Francisco; sailed at 9 P. M., steamer City of Topeka, for San Francisco via Eureka and Coos Bay; sailed at midnight, steamer Frank H. Buck, for Monterey; sailed at midnight, steamer Atlas, for San Pedro.

ASTORIA, June 12.—Sailed at 5:30 A. M., steamer Eastern Glen, for Liverpool, Kingdom, for orders; sailed at 8:35 A. M., steamer Oleum, for Port San Luis; sailed at 9 A. M., steamer Olen, for Yokohama and Kobe; sailed at 8 last night, steamer Captain A. F. Lucas, towing barge 93, for San Francisco. Arrived at 7:05 and left up at 9 A. M., steamer Daisy Freeman, from San Francisco; arrived at 7:05 and left up at 8:30 A. M., steamer Bakersfield, from London via New York; arrived at 12:30 P. M., steamer Rose City, from San Francisco.

SAN PEDRO, Cal., June 12.—(Special.)—Arrived—Steamers President from San Francisco, 4 P. M.; Develette, from San Francisco, 8 A. M.; Santiam, from Astoria, 6 A. M.; Brunswick, from Mendocino, 9 A. M. Sailed—Steamers Brunswick, for San Diego, 4 P. M.; Solano, for Wilmapa, 4 P. M.; South Coast, for Crescent City, 5 P. M.; Necanicum, for Brookings, 5 P. M.; Richconeal, for Honolulu, 9 A. M.

SEATTLE, Wash., June 12.—Arrived—Northwestern, from southwestern Alaska; Santa Ana, Jefferson, from southeastern Alaska; City of Spokane, from Hongkong. Departed—Governor, for San Pedro via San Francisco; Spokane, for Redondo; motorship Tillamook, for southeastern Alaska; cableship Burnside, for Skagway; Ketchikan, for St. Michaels.

SAN FRANCISCO, June 12.—Arrived at 8 and sailed at 11 A. M., steamer Willamette, from Portland for San Pedro; arrived at 11 A. M., steamer Multnomah, from Portland.

SAN PEDRO, June 11.—Sailed at 6 P. M., steamer Artigas, from Baltimore, for Portland via San Francisco.

TACOMA, Wash., June 12.—Arrived—Valdez, from Antofogasta; Horace X. Baxter, from San Francisco.

Sailed—Valdez, for Dupont; Horace X. Baxter, for San Francisco.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

GOVERNOR, Seattle for San Francisco, 33 miles out of Victoria.

HERC