DEMAND FOR CARGO SPACE NOW STRONG

Marked Activity in Oriental Traffic Noted.

WAR SCARE ONE FACTOR

Stabilization of Freight Rates Is Also Believed to Have Contributed to Improvement.

September closed with marked activity in oriental freight channels, steamship interests reported, with an unusual demand for cargo space. The reason for the sudden stir was not given, but there was an inclination to credit it to the stabilization of rates and perhaps influences growing from threatened war in Europe.

At any rate it was remarked that the new life appeared to be general, lumber and some other classes of cargo showing the effect as well as wheat and flour. As it was conditions were satisfactory in the main, particularly since the trans-Pacific westbound rate conference was re-established last week. Space reservations have been about normal of late, with some bookings well ahead, but spot space is not plentiful.

In line with comment yesterday on the stir in the far eastern export sphere were queries as to late information bearing on the headway being made before the shipping board with Portland's application for the assignment of three of the "502" type, combination passenger and freight steamers. It is said that no advices have been received for more than a week, when a denial was received by telegraph that the board was getting two of the ships ready at San Francisco for service.

During the past few days Japanese flour buyers renewed offers, it was reported, but millers said in the main that their ideas of a buying basis were below the market on this side. The financial situation in Japan has not changed to such an extent as to have any noticeable bearing on transactions, though business from Portland in that direction is far from being at a low ebb.

It is felt that the elimination of possibility of lower rates since the conference has been re-established might be viewed as a regulator in the far eastern trade, and with a steady market and fixed transportation charges it is believed that the cargo movement westward will naturally show an increase by winter.

Pacific Coast Shipping Notes.

ASTORIA, Or., Sept. 30.—(Special.)—After loading lumber, lath, door stock and 4000 cases of canned salmon at the Astoria terminals for Australia, the Swedish motorship Bullaren sailed at 7 o'clock this morning.

The schooner Ecola arrived at 9 o'clock this morning from Kobe and will be tied up at Portland as she has not been chartered.

After discharging fuel oil in Portland and Astoria, the tank steamer La Purisima sailed at 11:30 last night for California.

The steam schooner Whitney Olson, laden with 1,500,000 feet of lumber from Westport, sailed at 3:30 this morning for San Pedro.

The steam schooner Georgina Rolph which shifted from Portland last night is loading about 1600 tons of oriental freight at the Astoria terminals for San Francisco and was expected to sail tonight. Among her cargo are 1100 tons of barbed wire and about 500 tons of general merchandise.

The Norwegian steamer Luise Nielsen, with wheat from Portland, sailed at 7 o'clock last night for Europe.

The steam schooner F. S. Loop, laden with 850,000 feet of lumber from Westport, sailed at 10 o'clock last night for San Francisco.

The motor schooner La Merced, which arrived a couple of days ago from Solomon islands, left at 11:30 last night for Portland, where she is to discharge 1400 tons of copra.

The British steamer Canadian Farmer arrived at 1:15 this afternoon from Ocean Falls, B. C., bringing 250 tons of wood pulp and wrapping paper, which she discharged at the Astoria terminals for reshipment. She was expected to sail tonight for San Pedro.

The steam schooner Daisy Putnam, laden with 1,062,000 feet of lumber from St. Helens, sailed at 11:55 this morning for San Diego.

The steamer Wilhio from New York via San Francisco is due en route to Portland.

GRAYS HARBOR, Wash., Sept. 30.—(Special.)—The steamer Griffdu arrived from Seattle at 8 A. M. to load at the Bay City and A. J. West mills for the west coast.

The tanker Atlas arrived at noon with a cargo of oils for the local tanks of the Standard Oil company.

The tanker El Segundo cleared for San Francisco at 6 P. M. yesterday, after discharging 1700 barrels of oil at the Standard tanks. The El Segundo came here from Alaska, her cargo taken there having been more than sufficient, and the remainder being dropped off here.

The steamer Ernest H. Meyer cleared for San Pedro at 9 A. M. with lumber cargo from the Grays Harbor mill, Hoquiam, and other harbor mills.

The steamer Kaisho Maru cleared for Japan with cargo from several harbor mills.

The steamer Malta Maru cleared for Chemanus, B. C., at 10 A. M., to finish cargo for the orient. The Malta Maru carried approximately 3,500,000 feet of squares loaded at the port terminals in record time.

The steamer Willis A. Higgins was dated to shift this afternoon from its berth at the Wilson mill to the National at Hoquiam. The ship will clear tomorrow, it is expected.

The steamer Oregon will be due from San Francisco Monday.

TACOMA, Wash., Sept. 30.—Vessels of the American-Hawaiian and United American lines moved considerable freight out of Tacoma today for Europe and east coast ports. The Ipswich, which arrived here late Friday night, was due to leave tonight for the east coast, and the Alaskan tomorrow for Europe.

The Ipswich is on her first voyage here and commences a service by the American-Hawaiian line into Savannah and Mobile with other ports along the southern coast. The vessel is taking considerable miscellaneous freight out from here and will complete at Bellingham. In the Tacoma cargo are 6,000,000 shingles.

The Alaskan will be at the Baker dock tomorrow to load flour, doors and other freight, and will shift to the smelter Monday to take on copper. The vessel will get away from the smelter Monday night. The Admiral Schley is due at the Commercial dock Monday from California ports with local freight.

The San Diego, to load a full cargo of lumber at the Tidewater and other mills, arrived here tonight from San Francisco. The steamer is taking cargo to San Pedro.

SEATTLE, Wash., Sept. 30.—Frank Walker, a marine surveyor, died last night at his home here. Mr. Walker, a native of England, came to Tacoma in 1908 and moved to Seattle in 1907. He was formerly a marine engineer and had been superintendent of several shipbuilding operations. At the time of his death he was consulting engineer for the Pacific Steamship company. He belonged to clubs in Seattle, Tacoma, Victoria and Vancouver.

Shipping engagements here indicate a revival in South America and Australia of demand for Pacific coast lumber. The steamship West Islip is coming from the Columbia river and Grays harbor to complete lumber cargo. She arrived at Portland yesterday to discharge Australian coal. The West Katan is to load 1,500,000 feet of lumber for the east coast of South America, principally Buenos Aires. She is en route from Brazil, Uruguay and Argentine with much coffee in her cargo.

SAN PEDRO, Cal., Sept. 30.—Peanuts from Norfolk and pickles from New York and Baltimore made up the principal items in the 3000 tons of cargo which arrived here today aboard the Pacific Mail freighter Santa Clara from the east coast. Other articles included iron and steel products, furniture, glass radiators and general merchandise.

Another arrival was the British freighter Roman Prince from Antwerp and other European ports with 4000 tons of cargo for local consignees. The Roman Prince's cargo for discharge here consists chiefly of plate glass, steel billets and general European merchandise. Part of this is believed to be damaged, the result of a fire which broke out in the vessel's hold while in the canal zone. Leaving here the Roman Prince will proceed to San Francisco and ports northward.

Bringing a cargo of 2600 tons of European commodities and completing her first voyage into San Pedro harbor for some months, the east Asiatic line freighter Kina arrived early today from Hamburg. The vessel will be several

SAN FRANCISCO, Sept. 30.—The Pacific-American Steamship association has appointed a committee to determine whether fumigation requirements on the Pacific are unnecessary rigorous and excessive and to seek modified rulings from the public health service. The committee consists of A. A. Moran, Robert Dollar company; Fred Barry, Struthers & Barry; Thomas James, Pacific Mail Steamship company, and F. S. Samuels of the Oceanic Steamship company.

It is claimed that the present regulations are a hindrance to trade in delays as well as expense. Cyanide fumigation has been banned since the death recently of five persons on the Shinyo Maru. Sulphur is now used and shipping interests say this is objectionable because it does not do the work and is injurious to vessels and furnishings.

The Togo Kisen Kaisha liner Persia Maru and the Union line steamer Maunganui are due to arrive here tomorrow. The Persia Maru is from the orient with a large passenger list and a heavy cargo. The Maunganui is from Sydney.

Marine Notes.

The steamer Admiral Goodrich of the Pacific Steamship company's fleet, scheduled to get away from San Francisco yesterday, is due Wednesday, coming by way of Eureka and Marshfield.

The steamer Santa Barbara of the W. R. Grace & Co. fleet, temporarily in the service of the Isthmian line, will be here this week with east coast freight and loads for the return, but on her last voyage under that flag, as she is to be delivered to her owners on discharging at New York.

The Japanese steamer Hokkon Maru of the Yamashita line, which took the ground below St. Helens late Thursday night when starting for sea, was floated about 1 o'clock yesterday morning with the aid of towboats. She continued on her way for Japan yesterday.

Installation of a Diesel engine on the Shaver line's tug Echo has prompted other changes being made aboard, such as an air steering gear, so her trial trip with the new rig has been postponed until about the middle of the week. Another feature is that the tug will boast two stacks insead of onet she had when operaed with a gasoline engine.

Captain Harry Birkholm of Seattle, northwestern manager for the General Steamship company, was in the city yesterday, conferring with John C. Settle, manager of the Oregon agency.

W. M. Bowen of Washington, D. C., head of the fuel oil section of the division of operation of the shipping board, is in the city on official business.

The steamer Eastern Sailor, of the Columbia Pacific Shipping company's oriental service, finished landing copra at the Portland Vegetable Oil mill yesterday and dropped down to the Associated Oil company's station for fuel oil, proceeding to the Crown mill in the afternoon to start her outward cargo. The West Keats of the same line, will sail tomorrow or Tuesday.

The Japanese steamer Seine Maru, of the Suzuki fleet, shifted from the North Bank dock to that of the Portland Flouring Mills company yesterday to take aboard more oriental cargo.

The Dutch steamer Asakan, of the Java-Pacific flag, which is looked after here by the General Steamship corporation, moved yesterday from Terminal No. 4 to Irving dock and tomorrow she proceeds to Columbia dock, gathering freight for far eastern ports.

The steamer Rose City, of the San Francisco & Portland Steamship company's fleet, is to depart from the Ainsworth dock for San Francisco at 10 o'clock tomorrow morning and the prospects are she will have a number of travelers.

The British steamer Canadian British, which discharged Australian coal at Terminal No. 4, got away yesterday for Astoria to land more of the fuel. The steamer West Islip, also wiht Augtralian coal, finished unloading at the dock of the Pacific Coast Coal company and departed for Puget sound.

The steamer Multnomah, of the McCormick banner, left yesterday for San Francisco with a fair list of travelers and full cargo.

The British steamer Sheaf Mead, here under charter to the Northern Grain & Warehouse company to work wheat for United Kingdom delivery, moved yesterday from the West Oregon mill to the North Bank dock.

The steamer Baja California, of the Latin-American fleet, departed from terminal No. 4 for Mexican and Central American ports yesterday afternoon.

The Norwegian steamer Hanna Nielsen left the harbor about 9 o'clock last night with 287,466 bushels of wheat, valued at $316,200, bound for the canal to receive orders as to the port of discharge. The Japanese steamer Yuri Maru, cleared yesterday in the same manner, had aboard 308,000 bushels worth $341,880.

The shipping board tank steamer Hamer, which brought oil from San Pedro for the Associated Oil company and General Petroleum company, is to leave on the return this morning.

The steamer Steel Inventor, due back from Puget sound Thursday, will load 1,000,000 feet of lumber for the Charles R. McCormick company, to be delivered at New York, also a considerable amount of canned goods for North Atlantic ports.

M. A. Cloninger has been signed aboard the tug Melville, relieving G. C. Turner, and J. L. Starr has received command of the steamer Iralda, vice Enos Crowford. The Iralda replaces the Georgiana on the Portland-Astoria run for the remainder of the season.

The schobner Ecola, owned by Balfour, Guthrie & Co., and which was built here, returned to the river yesterday from Kobe in ballast. Her future movements have not been determined.

ASTORIA DOCKS ACTIVE

TRAFFIC HEAVIER NOW THAN EVER BEFORE IN PORT.

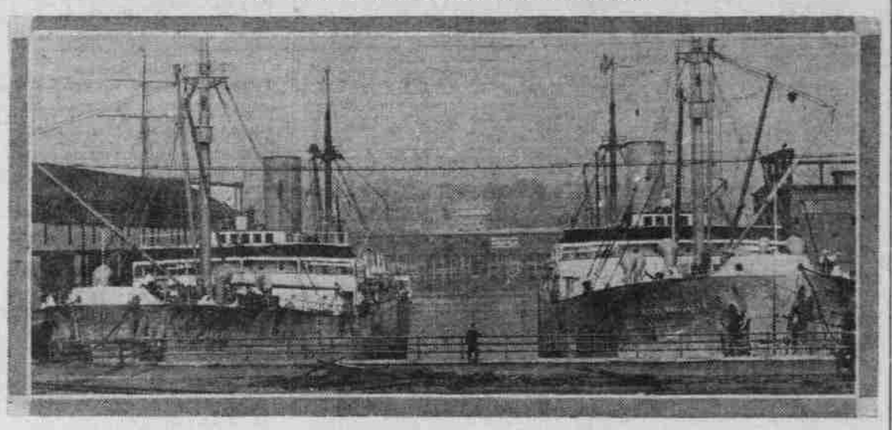
Terminals Congested and Large Cargoes Fill Warehouses Awaiting Handling.

ASTORIA, Or., Sept. 30.—(Special.)—More traffic is now being handled over the Astoria port terminals than at any previous time since they were constructed, and this business is constantly increasing with every indication that within the coming few months all the available space on piers No. 1 and No. 3 will be in use.

There are approximately 4000 tons of oriental freight stored in the warehouses, recently discharged there by incoming steamers and awaiting transshipment. This consists principally of Chinese rugs and carpets, ranging from the best handmade, high-priced article to the grass mattings; large quantities of refined camphor, tea, compressed wool, soya bean cakes, straw hats, pig bristles, horse hair and human hair. The bulk of this freight is destined for the Atlantic seaboard and will be carried from here by the intercoastal steamers and by rail.

Since January 1 approximately 10,000,000 feet of lumber has been shipped over the local terminals. Over 100,000 cases of Columbia river and Alaska packed canned salmon are now at the terminals awaiting shipment by ocean carriers to Europe, the Atlantic seaboard or Australia.

ISTHMIAN CARRIERS AT TERMINAL NO. 1 LOAD CARGO IN COMPANY THAT IS DESTINED FOR OPPOSITE SIDES OF THE ATLANTIC.



STEEL SEAFARER AND STEEL NAVIGATOR IN SLIP.

Not often are two vessels of the same flag assigned berths together in the slip at Terminal No. 1. When the Isthmian freighters were there a week ago J. P. Cribbin, resident manager of Norton, Lilly & company, agents for the line, ordered the picture as a means of illustrating to executives of the service a part of the facilities maintained at Portland for handling cargo on deepwatermen. The ships came in with freight from Atlantic coast ports and the Steel Seafarer, at the left, was loaded for the return while the Steel Navigator took aboard cargo for the United Kingdom. Mr. Cribbin is shown standing on the sidewalk between the two vessels and the railing which he leaned against marks the east line of North Front street. The dockshed at the left is that recently finished by the commission of public docks to meet demands of the rapidly increasing inter-coastal trade. While the floor area there is almost as great as that in the original dock unit, on the right, the commission faces the necessity of adding even more space. That is to be provided through widening the shed on the first unit from 100 to 150 feet for its full length, 965 feet. The slip affords plenty of room for two vessels and with railroad tracks on both sides cargo can be handled direct between the dock and ship or to and from cars.

CRAFT OF ILL LUCK ARRIVES

La Merced, Whose Captain Died at Sea, Taken by C. A. Watts.

Upon the arrival of the motorship La Marced yesterday afternoon from Gozu, after a voyage marked by the death of her master, loss of one propeller, shortage of food and other stirring events, Captain C. A. Watts, formerly sailing out of Portland on the steamer Waban, while he had the West Noska for a time and later made a trip here on the Eastern Ocean, was on hand to assume command of the vessel. The La Merced is to load lumber offshore as soon as 1400 tons of copra are discharged at the plant of the Portland vegetable oil mills.

Captain Charles E. Johansen died aboard the La Merced at sea September 4 and Captain Joseph Stanford, who was mate, brought the ship to the river, arriving Wednesday. The day of her arrival the men had eaten their last food, which was biscuits from the stores carried in lifeboats. The ship was 69 days reaching the Columbia from the Solomon islands and in addition to having lost one wheel some of her sails were carried away in storms encountered the early part of last month.

SOME CEMENT WILL MOVE

Two Part Cargoes to Be Brought From California This Week.

Little encouragement is held out for augmenting shipments of cement from California this week. Two part cargoes are to be delivered, one aboard the steamer Wahkeena, which left San Pedro Friday, and the other aboard the steamer Annette Rolph, which got away from the southern port yesterday. On each vessel is reported to be 4000 barrels, but with orders piled up for the material, it may not be long on the dock.

The vessels are in the service of the McCormick Steamship company, which last night dispatched the steamer Georgina Rolph from Astoria, where she loaded 1800 tons of oriental freight that was delivered by the Norwegian steamer Louise Nielsen. The consignments included barbed wire, bean cake, staples, tea and porcelain ware.

Dredge Tualatin Busy at Kelso.

The Port of Portland dredge Tualatin is reported as hitting a speedy stride in digging material from the Columbia river that is being used in dike improvements at the new plant of the Long-Bell Lumber company, near Kelso, her run Friday totaling 28,000 cubic yards. Her peak performance since being assigned there was 32,600 yards in a day's run.

McCormick Service Extended.

Charles L. Wheeler, general manager of the McCormick line, left yesterday for San Francisco after having spent a week here. The service is to be extended along the coast so as to include Vancouver, B. C., if is announced, and in the British Columbia territory it will be represented by the Kingsley Navigation company. The latter operates vessels to San Francisco and the new arrangement provides for the McCormick line acting as San Francisco representative of the Kingsley fleet.

PILOTS TO CHANGE COURSE

River Steamers to Go Eastward of Dredge Willamette.

With the request that masters of river steamers lay a course to the eastward of the dredge Willamette, working above Hawthorne bridge, in removing a dredged dump deposited there last week, the Port of Portland commission has addressed communications to various lines. Pilots of deep-water vessels have been advised that on their approach the discharge pipeline of the dredge, which extends to deep holes off the former Northwest Steel company's plant, will be divided so as to permit the passage of vessels.

It is planned to have the pipeline extend to the west shore by Tuesday, when material will be deposited on low land from the plant of the Northwestern Electric company to Market street. Before ending her service above the bridges the Willamette will finish work on the channels serving mills shipping lumber by water.

EATING HOUSE IS MOVED

Oyster Loaf Now Installed in Its New Quarters.

The Oyster Loaf restaurant, formerly at 90 Broadway, is now installed in its new location at 84 Broadway.

Extensive remodeling of the new location and the installation of an entire new front was completed last week. This work cost in the neighborhood of $35,000, according to Gus Sundeleaf, the proprietor.

The remodeling work was designed by Sutton & Whitney, architects. Wegman & Son were the contractors.

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. Friday unless otherwise indicated.

ROYAL ARROW, San Pedro for Yokohama, 330 miles west of San Pedro, September 29.

EDMORE, Seattle for Dairen, 2836 miles from Seattle, September 29.

WEST KADER, Shimidzu for Portland, 3438 miles from Columbia river, September 29.

ELKTON, New York for Manila, 1156 miles west from Honolulu.

CELBURRA, San Francisco for Nome, 520 miles from Nome.

LATOUCHE, at Wheat Island.

KETCHIKAN, Drier Bay for Portland, 170 miles east of Cape St. Elias.

VICTORIA, Nome for Seattle, 843 miles from Seattle.

ADMIRAL EVANS, discharging at Ketchikan.

DANIEL KERN, Ketchikan for Seattle, anchored at Customs cove, Quay island.

NORWOOD, Katalla for Hoonah, 105 miles from Katalla.

HEATHER, anchored at Ship harbor.

GRIFFDU, Winslow for Hoquiam, 25 miles from Winslow.

TUG EQUATOR, Seattle for Clallam, 30 miles from Seattle.

WEST CONSTANCE, Portland for Seattle, 64 miles from Fort Towsend.

HARRY LUCKENBACH, Portland for Seattle, off Cape Flattery.

WILLAMETTE, Everett for San Francisco, 38 miles from Everett.

RUTH ALEXANDER, San Francisco for Seattle, 128 miles from Seattle.

H. F. ALEXANDER, Wilmington for San Francisco, 48 miles north of Wilmington.

NIAGARA, Victoria for Honolulu, 1754 miles from Victoria.

SENATOR, Portland for San Francisco, 34 miles north of San Francisco.

W. S. MILLER, San Pedro for Richmond, 350 miles from Richmond.

BOOBYALLA, San Francisco for Portland, 601 miles from Portland.

A. L. KENT, San Francisco for Everett, 516 miles north of San Francisco.

JULIA LUCKENBACH, San Pedro for New York, 1236 miles south of San Pedro.

STEEL MAKER, San Pedro for Baltimore, 987 miles south of San Pedro.

SANTA MALTA, San Pedro for New York, 908 miles south of San Pedro.

IWATESAN MARU, Portland for Panama, 620 miles from Portland, noon.

LEHIGH, Philadelphia for San Pedro, 1199 miles southeast of San Pedro.

CHINA ARROW, San Francisco for New York, 2731 miles south of San Francisco.

DIANA DOLLAR, San Francisco for Kobe, 1315 miles west of San Francisco.

CANADIAN ROVER, San Francisco for Vancouver, off Point Reyes.

ATLANTA CITY, Mobile for San Pedro, 187 miles southeast of San Pedro.

LA PLACENTIA, Kaanapali for San Pedro, 1217 miles west of San Pedro.

WILLEHILO, San Francisco for Portland, 210 miles north of San Francisco.

CITY OF LOS ANGELES, Honolulu for Los Angeles, 924 miles from Los Angeles.

HYADES, Honolulu for San Francisco, 626 miles west of San Francisco.

MAKENA, Hilo for San Francisco, 430 miles from San Francisco.

ADMIRAL DEWEY, Victoria for San Francisco, 132 miles from Victoria.

EL SEGUNDO, Aberdeen for Richmond, 25 miles from Aberdeen.

MANUKANI, San Francisco for Honolulu, 1013 miles from San Francisco.

MEXICO, San Francisco for San Pedro, 21 miles south of San Francisco.

D. G. SCOFIELD, Jacksonville for San Pedro, 496 miles south of San Francisco.

DEL ROSA, Balboa for San Francisco, 390 miles from San Francisco.

BROAD ARROW, Shanghai for San Francisco, 672 miles west of San Francisco.

COL. E. L. DRAKE, El Segundo for Port Allen, 933 miles from El Segundo.

LIEBRE, Tokuyama for San Pedro, 383 miles from San Pedro.

LYMAN STEWART, Martinez for Seattle, 738 miles from Seattle.

HEATHER, Anacortes for Seattle, 10 miles from Seattle.

HORACE X. BAXTER, Seattle for Blaine, 34 miles from Seattle.

ROYAL ARROW, San Pedro for Yokohama, 3517 miles west of San Pedro, Sept. 28.

CHINA, Hongkong for San Francisco, 2037 miles west of Honolulu, Sept. 28.

NANKING, San Francisco for Hongkong, 1781 miles west of Honolulu, Sept. 28.

ORTERIC, San Pedro for Tientsin, 1752 miles west of San Francisco, Sept. 28.

ANNISTON CITY, Los Angeles for London, 1561 miles south of Los Angeles, Sept. 28.

WEST IVAN, Yokohama for San Pedro, 2486 miles west of San Pedro, Sept. 28.

D. G. SCOFIELD, Jacksonville for San Pedro, 767 miles south of San Pedro, Sept. 28.

WILHELMINA, San Francisco for Honolulu, 421 miles west of San Francisco, Sept. 28.

CITY OF LOS ANGELES, Honolulu for San Pedro, 1237 miles west of San Pedro, Sept. 28.

STUART DOLLAR, Baltimore for San Pedro, 339 miles south of San Pedro, Sept. 28.

ATLANTA CITY, Mobile for San Pedro, 445 miles south of San Pedro, Sept. 28.

CITY OF HONOLULU, Los Angeles for Honolulu, 1690 miles west of Point Firmin, Sept. 28.

JOHANNA SMITH, San Francisco for Coos Bay, 204 miles north of San Francisco.

ADMIRAL FARRAGUT, San Francisco for Portland, 30 miles north of San Francisco.

SANTA VERONICA, Aberdeen for Philadelphia, 86 miles south of Grays Harbor.

HARTWOOD, San Francisco for Grays Harbor, 343 miles north of San Francisco.

ATLAS, El Segundo for Aberdeen, 163 miles from Aberdeen.

H. M. STOREY, Richmond for San Pedro, 125 miles from Richmond.

BLUE TRIANGLE, San Francisco for Philadelphia, 240 miles south of San Francisco.

COTTON PLANT, Coos Bay for San Francisco, 15 miles south of Coos Bay.

W. S. RHEEM, San Pedro for Richmond, 52 miles from Richmond.

STUART DOLLAR, Baltimore for San Pedro, 117 miles south of San Pedro.

ADMIRAL SCHLEY, San Francisco for Seattle, 273 miles north of San Francisco.

APUS, San Pedro for San Francisco, 84 miles from San Francisco.

SANTA RITA, San Pedro for San Francisco, 41 miles from San Pedro.

C. A. SMITH, Coos Bay for San Pedro, 235 miles north of San Pedro.

RICHMOND, San Pedro for Portland, 330 miles south of Columbia river.

EQUATOR, anchored in Clallam Bay.

SAN DIEGO, San Francisco for Tacoma, 60 miles south of Cape Flattery.

ROBERT LUCKENBACH, Everett for San Francisco, 7 miles east of Cape Flattery.

HARTWOOD, San Francisco for Grays Harbor, 343 miles north of San Francisco.

WAPAMA, San Francisco for Seattle, 340 miles north of San Francisco.

RAINIER, San Francisco for Bellingham, 399 miles from Bellingham.

LUISE NIELSEN, Seattle for San Pedro, 10 miles south of Columbia river.

WILLAMETTE, Everett for San Francisco, 10 miles south of Columbia river.

By Federal Telegraph Company.

JACOB LUCKENBACH, San Pedro for New Orleans, 1159 miles south of San Pedro, September 28.

SWIFT STAR, San Pedro for Balboa, 750 miles north of Balboa, September 28.

MINNESOTAN, San Pedro for New York, 1885 miles south of San Pedro, September 28.

ANNNISTON CITY, San Pedro for London, 1561 miles south of San Pedro, September 28.

LEHIGH, Philadelphia for San Pedro, 1770 miles south of San Pedro, September 28.

WALTER A. LUCKENBACH, New York for San Francisco, 2095 miles southeast of San Pedro, September 28.

COLOMBIA, San Francisco for New York left La Libertad, 8 P. M., September 28.

CUBA, Panama for San Francisco, 1610 miles south of San Francisco, September 28.

WEST CHOPAKA, San Pedro for Yokohama, 2087 miles from San Pedro, noon, September 28.

MEIGS, Honolulu for San Francisco, 1578 miles west of San Francisco, September 28.

VENTURA, San Francisco for Sydney, 1044 miles south of Honolulu, September 28.

SONOMA, Sydney for San Francisco, 1659 miles southwest of San Francisco, September 28.

CITY OF LOS ANGELES, Honolulu for San Pedro, 924 miles from San Pedro.

DELAWARE, San Francisco for Birkenhead, off San Francisco lightship.

HARVARD, San Francisco for San Pedro, 70 miles south of San Francisco.

FRANK G. DRUM, Port Costa for Seattle, 30 miles from Port Costa.

PARAISO, San Francisco for Grays Harbor, 182 miles north of San Francisco.

FRANK H. BUCK, Port San Luis for Avon, 160 miles from Avon.

HUMBOLDT, San Pedro for San Francisco, 100 miles south of San Francisco.

FOREST KING, San Pedro for San Francisco, 65 miles south of San Francisco.

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WABASH	Oct. 28	Oct. 26	.....	Nov. 6	.....	.....

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