EX-MEMBERS RAP LONGSHORE UNION

Aid Given to I. W. W. Strike, Is Charge Preferred.

RED ELEMENT ACCUSED

Men Ousted From Waterfront Organization Issue Statement on Trouble

That the water-front strike was the consequence of joint action by number of union longshoremen the "radical element" of union No. have taken their turn in carrying the f. W. W. banner. Since ther 386 of the International Longshore- the f. W. men's association, as well as by the I. W. W.; that committees of both carried I. W. W. banners and fur-nished the I. W. W. members with union permit buttons, presumably to protect them from arrest, was charged by F. E. Buchtmann and Barnes, ex-members of the longshoremen's union and who were ousted at the incipiency of the present trouble because of their employment as dispatchers of union men at the neutral hall. The pair gave out an extended statement vester-

It would seem apparent to any fair-minded persons that the waterfront strike is being conducted furely and simply by the I. W. W. and the radical element of the International Longshoremen's association, and the sooner the conservative element of the longshoremen's union wakes to this fact the better it will be for themselves and all concerned," said the statement.

New J. and the sooner the concerned in the papers that the members are having nothing to do with the L. W. Strike banner with I. W. W. printed on it in his red latter.

Men Long in Union.

Buchtmann and Barnes were in the union for years and both served as business agents at times, while they were on a committee that negotiated the settlement of the strike in the spring, which was wholly a union longshoremen's mat-The statement dealt with conwhile the membership of the union before the first strike was 500, there were from 300 to 500 so-called outsiders working with the organi-

was charged that many outsiders, though competent men who had worked for years on the water-front, were unable to obtain mem-bership, but there were cases where sons of longshoremen and close friends were admitted with little parley. The list system, preferen-tial jobs and the like are set up as causes that led to the first strike.

Efficiency is increased, Dealing with events after that trike the settlement continued: "As the basis of settlement of the "As the Dasig of settlement of the strike was efficiency and good citi-zenship, the boss would hire none but competent men, which left the highers and 'burns' and lazy men out,

Joint Strike Proposed. At this meeting they advocated

and proposed a joint strike of the union longshoremen and the I. W. the president of the union point a secret committee to take the matter up with the I. W. W.

It was payday for the week yes. natter up with the L. W. W.

. W. W. and the longshoremen the demand was brought out which should be presented to the employ-ers. At the longshoremen's union egular meeting this demand was ented and no immediate action was taken. The management of the neutral hall, knowing that the advocacy of a strike was carried on, immediately discharged the I. W. W. committee working at the hail at

After this was done the L. W. W. called a special mass meeting. At this I. W. W. mass meeting the presand other union longshoremen were

Strike Is Favored.

"The president of the longshoremen's union was given the floor and made a statement that he was in favor of the strike and to put the neutral hall on the bum, and that he had the power to call a special meeting of the union longshoremen at any time, which he would do. and did, two days later. At this meeting the I. W. W. committee of five men was present and the motion was made that the union take a referendum vote on a strike on

Four days were allowed for this referendum vote. When the ballots were counted by the union, they ound that 200 were in favor of the strike and 215 against it, which

name, address and telephone num-ber. A few rates were posted in the hall. The radical element of the union longsheremen took advantage of the posting of these rules and registration order to polson the ds of the conservative element

"The management of the hall put up a notice that all men not reg-stered by October 12 would be alowed to register, subject to the aplowed to register, subject to the approval of the managing committee. The longshoremen's committee presented to the president of the Waterfront Employers' union a written complaint against the registration and new rules to be put in force in the hall. They were given an answer to this complaint at noon october 12 by the manager of the Francisco. Astor answer to this complaint at noon salled October 12 by the Lunager of the Waterfront Employers' union.

Special Meeting Held.

longshoremen on that date mittee was present at this meeting.

The L. W. W. called a meeting for the next morning, and at 4:30 P. M. on that day (Friday, October 12) and at this meeting voted for a general strike on the Portland waterfront, to take effect immediately. The longshoremen's committee was present at this L. W. W. meeting. The longshoremen's committee was present at this L. W. W. meeting. The longshoremen's union had called a special meeting for that night for 7:30 P. M., but had members of their committee was asled at 5 o'clock tonight for California.

The longshoremen's union had called a special meeting for that night for Japan.

American, via San Prancisco, arrived at 10 o'clock today and went to Portland. She is picking up freight for the east coast of South America.

The Norweglan steamer Erle, from Philadelphia via San Francisco, arrived at 10 o'clock today and went to Portland. She is picking up freight for the east coast of South America.

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ALL WOMAN'S ACCUSATIONS DENIED BY CAPTAIN.

No Orders Yet Received in Portland was a saled at 5 o'clock today and went to Portland. She is picking up freight for the east coast of South America.

American, via San Francisco, arrived at 10 o'clock today and went to Portland. She is picking up freight for the east coast of South America.

ALL WOMAN'S ACCUSATIONS DENIED BY CAPTAIN.

No Orders Yet Received in Portland. The longshoremen's committee was present at this I. W. W. meeting. The longshoremen's union had called a special meeting for that night for 7:30 P. M., but had members of their committee going aboard ships in the harbor calling off the men at work. The men did not know what they The men did not know what they were called off for. They had not been notified of any strike.

Joint Strike Voted. The longshoremen at a meeting that night voted for a joint strike with the I. W. W. The following morning, Saturday, October 14, they called off all their members work-ing on ships in the harbor, with the exception of a few who stayed on the job. At this meeting the longshoremen also appointed a com-mittee to act in conjunction with

the I. W. W. committee, When the first I. W. W. banner appeared on the streets of Port-land, Saturday, October 14, it was carried by one of the old-time union members who is still a member of the I. L. A. and also were an I. W. W. button, and since then quite a

the union longshoremen, that is the radical element of them, have been side by side on picket duty with the L W. W. Very few of the conser-vative members of the longshore-men's union have been doing any picketing, as they have no use for that element and do not care to mix with them. It seems that they are in minority in the union.

Quite a number of the conservative longshoremen do not even go

mong cereal shippers that the coming week would perhaps mark the employment of a considerable compotent men, which left the hipkers and burns and lazy men out, consequently the efficiency of the longahoremen was increased 199 per cere. The result was that the radically inclined element around the hall had lots of time to agitate for trouble, which they certainly did.

When the management of the neutral hall saw that the L. W. W. element was getting stronger they decided to clean them out, and the most of the agitators were expelied. The result was that they immediately got in touch with the radical element of the most of the agitators were expelied. The result was that they immediately got in touch with the radical element of the most of the agitators were expelied. The result was that they immediately got in touch with the radical element of the highest number of the spitators were expelied. The result was that they immediately got in touch with the radical element of the highest number of the spitators were expelied. The result was that they immediately got in touch with the radical element of the included a period during the last of September when a rush shoremen's meeting, and they at the meeting saw to it that the L. W. W. committee were given the floor.

Joint Strike Proposed.

At this meeting they advocated to clear the most of that the L. W. w. committee were given the floor.

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Joint Strike Proposed.

At this meeting they advocated to clear the result was estable to the union men and 50 unlon when the strike so the other were added since. 250 nonunion men and 50 union men refused to join in the strike, so the others were added since. As to progress with ships during

the week, it was said by Mr. Eaton that of a total of 31 vessels, 17 W. to "put the neutral hall on the bum." The radical element of the have been dispatched and of 14 reunion longshoremen, being in favor maining six will leave today and to-union longshoremen, being in favor morrow. About 50 men were said to have been sent to grain docks yes-

At this committee meeting of the terday and the total payroll for all stevedoring companies was given at \$33,450 and it was held to be quiet week as regards the total employed. The average pay for last week was figured at \$42, though foremen in a few instances made as high as \$100 and some of the men close to that amount, due to having worked so much overtime. Police were stationed at various

offices where the men were paid and no disorder was reported. The elimination of many I. W. W. pickets from the waterfront had decreased the force. There is an mpression among employers that during the present week there will more marked movement men returning to work.

DEPOSITIONS TO BE TAKEN

Evidence Concerning Sinking of Dredge Portland to Be Heard.

Depositions of officers and mem-bers of the crew of the steamer Santa Clara, of the Pacific Mail line, which struck and sank the dredge Portland a week ago yesterday in the east channel at Swan island, are to be taken at Tacoma tomorrow and about the same time officers of the United States steam vessel inspection service will question the men in connection with an investi-gation under way as to responsi-bility for the accident.

Weeding Out Is Begun.

"The management of the neutral hall, realizing that quite a number of L. W. were working out of the steamer, and Erskine Wood. counsel for the underwriters, will attend. J. H. Pott of Particular manager of the Port of Particular manager of the Port of Particular manager. of I. W. W. were working out of the which owned the dredge; John P. there, decided immediately to weed the radical element out and made a ruling that every man had to regular the non-union man filling in a are to be taken in connection with card, and fill that was requested. ister, the non-union man filling in a are to be taken in connection with card, and all that was requested of libel proceedings instituted by the the union longshoremen was the port in the sum of \$100,000 for the loss of the dredge.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 21.-(Special.)-The Swedish motorship Buenes Airns arrived at 1:50 today from San Francisco and went to Portland to load for the United Kingdom The steamer Georgian, with freight from Portland and 6000 cases of canned from Portland and 6000 cases of cann-salmon from Astoria, sailed at 7: tonight for New York and Philadelphi

Francisco.

The steam schooner Johan Poulsen, carrying 550,000 feet of lumber from westport and 150,000 feet from Kainma, salled at 9:30 last night from San Francisco.

called a special meeting at 2 P. M. and voted to stay from the neutral hall. 147 voted being in favor of that move. The union membership consisted of 635. The L. W. W. committee was present at this meeting.

The steam schooner Dulsy Freemap, Everett for Tacoma, 11:45 A. M. SITKA. Alaska. Oct. 21.—Departed: Spokace, southbound, 5:36 A. M.—SEWARD. Alaska, Oct. 21.—Departed: The steamer West Katan from South Alameds, southbound, 11:30 P. M., 20th.

TACOMA, Wash. Oct. 21.—Sealsking valued at \$1.000,000 among a cargo valued at \$1.000,000 among a cargo valued at another million was one of the outstanding points in the marine business at Tacoma today and topped two days of record marine activity in this port. These skins arrived on the steamer Brookdale from the Pribliof Islands and were the first to be shipped in by the government this season. This lot is the entire kill of the season, which started June 10 and closed in August.

The Japanese steamer Hokkal Maru cific Coast Steamship company's ture conformed to bridge clearances in the famed Manchester canal.

The will load lumber here for the coast.

Following her charges.

Men who helped to break the longshoremen's strike four months ago are strongly represented around the International Longshoremen's headquarters, and as long as they are hanging around here they are safe from being picked up as I. W. W. by the police.

The longshoremen's union has claimed in the papers that the members are having nothing to do with the I. W. W. Why do they then carry the I. W. W. strike banner with I. W. W. printed on it in big'red letters?

GRAYS HARBON, Wash., Oct. 21—
(Special.)—Steamer Paralso arrived from the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The orders, in the form of a 'elegraphic warrant, may be received later. The marchal said.

Seamer Griffdu shifted this morning from the Moore

break the strike four months ago, and who, they know, are strongly and who, they know, are strongly to those men are exhibiting on the streets?

In our estimation they are giving the book agency from R. S. James of the local agency from R. James of the fleet immediately and during his and future plans contemplate building agency for the Lucke

Waterfront Employers Expect

Better Conditions.

Resumption of operations at the municipal grain elevator, at terminal No. 4 yesterday with additional men raporting back for trucking on grain docks, prompted a feeling among cereal shippiers that the coming week would perhaps mark the employment of a considerable number to replace grain handlers and the manicipal grain elevator, at terminal No. 4 yesterday with additional men raporting back for trucking on grain docks, prompted a feeling among cereal shippiers that the coming week would perhaps mark the employment of a considerable number to replace grain handlers and then nitrates from Taltai to Honolulia.

Advices received here today by the and the employment of a considerable number to replace grain handlers are to seem that the same than the same than the same than the employment of a considerable number to replace grain handlers are to seem the service of the Luck-enbant's Exchange today frow. Alex J. Chalmers represents the Latin-America line, plying from Mexico, Central America, so with the Moore & McCormack in the Moore &

PORTLAND, Oct. 21.—Arrived at 9:15 M. steamer W. S. Miller, from San Francisco. Arrived at 8:45 P. M., Norwegian steames Erie, from Philadelphia.
Arrived at 10 P. M., steamer West Katan, from Euenoa Ayres. Sailed at 3
A. M., steamer La Purisima, for
Scattle; at 1 P. M., steamer
Georgian, for New York and way ports;
at 3 P. M., steamer Daisy Putnam, from
St. Helens for San Pedro.

ASTORIA. Oct. 21.—Sailed at 12:05 A. M., steamer Daisy Freeman, for San Pedro, Arrived at 10:30 A. M., Norwegian steamer Erle, from Philadelphia Arrived and left up at 11:30 A. M., steamer West Katan, from Buenos Afrea, Left up at 1:40 P. M., Norwegian steamer Erle, Arrived at 1:25 and left up at 3:30 P. M., Swedish motorship Buenos Ayrea, from San, Francisco, Sailed; Steamer La Purisima, for Scattle.

SAN FRANCISCO, Oct. 21.—Sailed last night, steamer Cacique, from New York for Portland and Puget sound. Arrived at 6 A. M., steamer Admiral Farragut, from Portland for San Pedro and San Diego. Arrived at 10 A. M., British steamer Gothic Star, from Portland for London and way ports. Sailed last night, steamer Paul Dickenbach, from New York for Portland.

GAVIOTA, Oct. 20.—Salled: Steamer Frank G. Drum, for Portland.

BOSTON, Oct. 20.—Cleared: Steamer Minnesotan, for Portland and way ports. CRISTOBAL, Oct. 13.—Salled: Steamer A. L. Keut, from Portland for Balti-more and way ports. Salled: Steamer Steel Worker, from Portland for Boston and way ports. Salled: Steamer Kepand way ports. Salled: Steamer Kep-tuckian, from Portland for New York. RAYMOND, Wash., Oct. 21.—(Specifil.)—Salled—Crascent City, 10 A. M. for San Pedro; Lydia, 12 noon, for New York via Panama canal.

SAN DIEGO, Cal., Oct. 21.—Asrived: Cellio, from Portland, 6 P. M. Departed; Ruth Alexander, for Seattle and way ports, 9 P. M.; destroyer Hull, for Mare island, 9 A. M.; destroyer Corry, for Mare island, 9 A. M.

TACOMA. Wash., Oct. 21.—Arrived: San Diego, from San Pedro, 12:10 A. M.; motorship Dinteldyk, from Rotterdam, 4 A. M.; Brookdale, from Akutan, 6 A. M.; Robin Goodfellow, 2 A. M.; Meriden, from San Francisco, 4 A. M.; President McKinley, from Mandla, via Seattle, 4 A. M.; Hokkai Maru, from Yokohama, noon; metorship California, from Legan, 10 M.; Present, from San Francisco. cisco, 2:30 P. M. Departed: Derothy
Alexander, for San Francisco, 4:30 A. M.:
Roman Prince, for European ports, b.
P. M.: Skagway, for Alaska ports, via
Seattle, 4:30 P. M.; motorship Dinteldyk, for Rotterdam, I P. M.: Rohin
Goodfellow, for New York, via Vancouver, 3:30 P. M.

DEPICER TO

SEATTLE, Wash., Oct. 21.—Arrived: Dorothy Alexander, from Tacoma, 10:30 A. M. Pedro via Victoria, midnighti Grinco, for Vancouver, B. C., 9 A. H.; Lehigh, for Everett, S:15 P. M.; United States coast guard Bear, for sea Guty, 2:15 P. M. Manulania, for Honoldiu, 1:15 P. M. California, for Tacoma, 12:19 P. M. Everett, for Tacoma, 11:45 A. M.

No Orders Yet Received in Portland for Arrest of W. A. Hall, Senator ex-Skipper.

SAN FRANCISCO. Oct 21.— (Special.)—An investigation into charges made by Mrs. Melbs. Ruth

to arrest Captain Hall now of the Senator. The orders, in the form of

printed on it in big'red letters?

And why in the name of common sense do they have seven members of their union appointed to serve on a joint committee with the L W. W. and let this joint committee with the L W. W. and let this joint committee conduct the strike?

And why does the longshoremen's union give to those men who helped break the strike four months ago, and who, they know, are strongly I. W. W., their union permit buttons, which these men are exhibiting on the streets?

In our estimation there is now loading, there she will off the newly-established intercoastal service of the Moore & McCormack company, which was inaugurated with the departure so for Australia and the Guit of Mexico are offered here in such quantity that space to both regions is reported booked full into December and is being chapter of the heat trade fell off noticeably at the beginning of the year. The demand for carge space to Australia is swelled by the large quantity of lumber going to that part of the world, spring being just under way there now.

H. C. Cantelow, Pacific coast general in the steady of the status of the mewly-established intercoastal service of the Moore & McCormack Company, which was inaugurated with the departure so from New York, October 12, of the status of the directed in this territory by we call the directed in the directed in the intercoastal service of the McCormack Company, who are stored in the directed in this territory by we call the directed in the directed in the directed in the directed in the intercoa intercoastal service of the Moore & McCormack company, which was inaugurated with the departure from New York, October 12, of the steamer Commercial Trader, are to the outbreak of the war, when he be directed in this territory by was commissioned in the navy and Chalmers & Cartwright, Inc. Major afterward handled shipping board

Rallway Exchange building tomorrow. Alex J. Chalmers represents the Latin-America line, plying from

made by Tacoma amounts in value to \$3,003,281. Seattle exports to-taled \$1,865,503 and Blaine \$444,974. made by Tacoma amounts in value to \$3,003,261. Seattle exports to-tailed \$1,865,503 and Blaine \$444,974. In imports Seattle takes the lead, the water bed, thus giving the river is before starting in the San Pedro-tonolalu service next Monday. The John D. Archbold, one of the ceriff' largest tankers, is scheduled to rerive tomorrow from New York on her large trip to the Pacific. She belongs to the Standard Oil fleet.

Take John D. Archbold, one of the ceriff' largest tankers, is scheduled to rerive tomorrow from New York on her large trip to the Pacific. She belongs to the Standard Oil fleet.

Tides at Astoria Sunday.

Tides at Astoria Sunday.

Tides at Astoria Sunday.

Tides at Astoria Sunday.

High. Low.

1156 A. M. . 84 feet[7:55 A. M. . 1.6 feet about \$15,000,000 was nelly values, 1.5 P. M. 29 feet \$1 P. M. 10 feet silk centers of the east. Silk does not feature in inbound commerce in the other ports to any extent, if at all. Seattle imports totaled \$18,730,589. Of this, it is said that about \$15,000,000 was in silk values.

Tacoma imports totaled \$1,865,503 nd Blaine \$297,834 Seattle amounted to \$219,363.08 and Tacoma \$67,613.70. The principal imports of the dis-trict for the month were copper val-ued at \$1,380,573. The larger part of this was received at the Tacoma smelter. Raw silk amounted in value

to \$15,750,068. In Tacoma exports flour amounted in value to \$647.508, wheat, \$129,386; refined copper ingots, \$1,867,208; lumber, \$497,180.

The total exports business from the district is listed by Collector Hartson at \$6,479,703, Imports are given in total at \$24,520,833, and collections \$299,943.22.

NEW DUTCH SHIP SUCCESS

Trial of Volendam of Atlantic Service Meets Approval.

ica line's new steamship Volendam has been held and that it was satisfactory. The Volendam is for the line's New York-Plymouth-Bou-logne-sur Mer Service which will be augmented further by the Staten-dam of 30,000 tons register and 40, 000 tons displacement.

The Holland-America line is one of the oldest lines maintaining regular trans-Atlantic services and was established in 1872. In 1920 lt established freight services between Hamburg, Antwerp, Rotterdam, Lendon and Portland, putting in operation four of the most mo-type steamers. Early last year rangements were made with the Royal Mail Steam Packet company for the maintenance of a joint service and both lines, represented by the Oregon-Pacific company, are building several motorships, the Dinteldyk of the Holland-America line, and the Loch Katrine of the Royal Mail Steam Packet company, being aiready in service. The motor-ship Loch Goil is scheduled to clear from London on her maiden voyage

in January and will depart from Portland in regular service about the middle of February. The new motorships have a lim-

Engineering Feat Expected to Fit Columbia for Shallow Water

Putting a "knuckle" in the ladder of the dredge Columbia, the ladder being the steel framework extending from the hull to the river Departed: bed that carries the cutting edge for loosening material that it may be pumped, is an engineering de-Departed: parture to be tried by the Port of M., 20th Portland as a means of fitting the bed that carries the cutting edge for loosening material that it may

dredge so it may be operated in shallow water. The ladder being without any flexibility at present without any flexibility at present necessitates it being operated only at certain angles, but with the "knuckle," which is compared to a universal joint in a way, it is hoped to make it available for most of the ordinary contours of the river bed.

The loss of the dredge Portland, which was a smaller type with a shorter ladder, has prompted the change. In main channel work the change. In main channel work the three 30-inch dredges remaining are regarded as admirably fitted, but for some new channel or inshore operations shallow conditions make the long, rigid ladders less efficient.

Philadelphia, 860 miles south of San Pedro, 162 and Prancisco, Dil miles from San Pedro, San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles south of San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles south of San Prancisco, Dil miles from San Prancisco, Dil miles from San Prancisco,

in by the government this season. This lot is the entire kill of the season, which Redgers, 22, wife of Donald Astarted June 10 and closed in August. Heside the sealskins the Brookdale carried whale oil and fertilizer for the Pacific Sea Products company plant at Akutan, Alaska.

The Robin Goodfellow, in the service of the Isthmian line, arrived at the terminal dock this morning to load freight for European ports was also at this dock working cargo.

Mrs. Rodgers complained recently to the Atlantic coast. The Dinteldyk from European ports was also at this dock working cargo.

The President McKinjey of the Admiral Oriental line, arrived at the Tacom grain and Sperry mill this morning. The McKinley is taking flour to the crient from these mills.

Captain W. A. Hall of the coast-wise steamer Howick Hall Coming for More Cargo

Trade between Portland and Manchester, in which the steamer Howick Hall, of the Isthmian fleet, made her initial voyage earlier in mother, she became seasick as did her 2½-year-old child, and that on the crient from these mills.

The McKinley is taking flour to the crient from these mills.

The mother of Captain Hall she went to his cabin to recuperate. While orient from those mills. Captain to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his cabin to his cabin to recuperate. While to his cabin to his cabin to recuperate. While to his cabin to his ca

Following her charges, federal investigators summoned Hall and rier for that service and J. P. Crib-Tidewater mill, the San Diego arrived here this morning.

To load about 700,000 feet of lumber at the port pier the Santa Clara of the Pacific Mail line is due tomorrow morning. The Santa Clara discharged and loaded a part cargo here last week and left for Seattle to finish up.

Following her charges, federal investigators summoned Hall and reier for that service and J. P. Crib-Tidewater Hall to the woman's charges.

United States Marshal Hotchkiss last night had received no orders last week and left for Seattle to finish up. shipment, Manchester interests are prepared to lend more support to a direct service. Return cargoes are said to offer strong inducement for

CAPTAIN RANKIN NOW PILOT

Portland Skipper Joins Forces af Mouth of Columbia

V. A. Cartwright yesterday re-ceived official confirmation of the designation.

vessels, has joined the pilots at the entrance to the Columbia river. Captain Rankin finished a voyage esignation.

The steamers Commercial Guide from the east coast to San Pedro last week and arrived yesterday to sadded to the fleet immediately enter upon his new duties. He is a

connections and on the Pacific side the usual route will be covered from southern California to Puget sound.

After John American Arter John Ar

Jefferson, Which Lost Propeller Being Taken to Ketchikan.

KETCHIKAN, Alaska, Oct. 21 .-The steamship Jefferson, which lost propeller in Dixon entrance, south-Alaska, last night, States lighthouse tender Cedar. The sea was smooth and the vessel was at no time in any danger.

SEATTLE, Wash, Qct. 21.—The lighthouse tender Cedar picked up the disabled steamship Jefferson early today and is towing her to Ketchikan, Alaska, according to a radio dispatch received here. The Jefferson lost a propeller in Dixon entrance, southeastern Alaska, yesterday.

Dredge Mathloma to Move. OREGON CITY, Or., Oct. 21 .- (Spelead in export business in the dis-trict of Washington for the month of July, the report of Miller of July, the report of Miller of Mil depart for Clatskanie the first of next week. Captain J. N. Graham has had a crew engaged in this work for six weeks, and has taken out

> High. Low. 1:56 A. M... 8.4 feet 7:56 A. M... 1.8 fee 1:45 P. M... 9.9 feet 8:41 P. M... 1.0 fee Report From Mouth of Columbia River

NORTH HEAD, Oct. 21.—Condition the sea at 5 P. M., smooth; wind, nor Ship Reports by Radio.

By the Radio Corporation of America day unless otherwise indicated.
MAZATLAN, Kamchatka for Seattle,
428 miles from Seattle, October 19.
PRESIDENT MADISON, Seattle for
Yokohama, 1772 miles from Seattle, Ocober 19. YANKEE ARROW, Hankow for Francisco, 2703 miles from San Fran-cisco, October 19. BONDOWOSO, Shanghai for San Francisco, 2800 miles from San Fran-

Francisco, 2800 miles from San Fran-cisco, October 19.
WEST KEATS, Portland for Yoko-hama, 2505 miles from Columbia river, October 10.
BROAD ARROW, San Francisco for Taku 8ar, 2023 miles from San Fran-cisco, October 10.
R. J. HANNA, Manila for San Fran-cisco, 2028 miles from San Francisco, BEARPORT, Manila for San Pedro 1338 miles from San Pedro, October 19. ALGONQUIN, San Francisco for Tsing.

tau, 3628 miles from San Francisco, Oc PRESIDENT JEFFERSON, Seattle fo tober 19.
PRESIDENT JACKSON, Yokohama for Scattle, 1670 miles from Scattle, Ocfor Scattle, too mines to the tober 19.

ANVII., Sand Point for Bethel, enchored, 65 miles from Bethel, October 19.

ADMIRAL WATSON, Valder for Cordova, 208 miles from Valdez, October 19.

LIBBY MAINE, at Yakatut, October

STARR, at Sawmill bay, October 19.

KETCHIKAN, 20 miles from Cape Spencer, October 19.

ELDRIDGE, Seattle for Yokohama, 2290 miles from Scattle, October 19.

YORBA LINDA, San Pedre for Tokuyama, 1240 miles from Tokuyama, October 19.

MARGARET DOLLAR, San Pedre for Der 19.

MERIDEN, left Roche Harbor for Ta-oma, 6:30 P. M. RAINIER, Seattle for Port Angeles, 25 pulse from Seattle miles from Seattle for Fort angeles, 20 miles from Seattle for Vancouver, 30 miles from Seattle.

BROOKDALE, Akutan for Seattle, 40 miles from Seattle.

HEATHER, anchored Neah bay.

ADMIRAL SCHLEY, Seattle for San Francisco, 194 miles south of Seattle.

CORDOVA, Seattle for Lost Harbor, off

HARATA BARO, TOONSHIP IN VARIABLE TO THE ACT OF THE ACT

october 19.

MEXICO. anchored off Manzanillo October 19.

ORLEANS, Eten for San Pedro, 1070 miles from Baiboa October 19.

STEEL NAVIGATOR, San Pedro for Liverpool, 54 miles south of San Pedro

Philadelphia, 581 miles south of San Pedro. D. G. SCOFIELD, San Francesco for Philadelphia, 860 miles south of San

Portiand, 130 miles south of Columbia river.

ADMIRAL FARRAGUT. Asteria for San Francisco, 136 miles from San Francisco.

W. S. RHEEM, San Pedro for Richmond, 36 miles from Richmond, 32 miles north of San Francisco. RICHMOND, Richmond for Prince Rupert, 460 miles from Prince Rupert, COL. E. L. DRAKE. San Pedro for Cocs Bay, 135 miles from San Pedro. CLARLIE WATSON, El Segundo for Point Wells, 735 miles from Point Wells, MONTERELLO, Martinez for San Pedro, 305 miles from Point Wells.

MONTERELLO, Martinez for San Pedro, COTTON PLANT, Cocs Bay for San Francisco, 7 miles north of San Francisco.

LORENZO, New York for Brisbane, 901

MILES FROM Balboa October 19.
ALBERTOLITE, San Francisco for Pisagua, 2816 miles south of San Francisco October 19.
COWANSHANNOCK, Philadelphia for San Pedro, 1600 miles south of San Pedro October 19.

SPOKANE, Skagway for Hood bay, at south end Linn canal October 19.

ALGONQUIN, San Francisco for Tsingtau, 3866 miles west of San Francisco October 19. October 19.

BROAD ARROW, San Francisco for Taku bar, 5140 miles from San Francisco October 19.

WAIHEMO, San Francisco for New ealand, 1600 miles from San Francisco Validation of the Communication of the Communicatio ober 19. R. J. HANNA, Manila for San Fran-disco, 2821 miles from San Francisco Setober 19: NILE, Honeluly for San Francisco, 18 niles from Honolulu October 19; RESTORIER, Honolulu for Midway slands, 733 miles west of Honolulu Oc-

toher 19. MATSONIA, Honolulu for San Francisco, 1586 miles from San Francisco October 19.
SANTA EULALIA, Grays Harbor for New York, 830 miles south of San Pedro New 10:8: October 19.
HYADES, San Pedro for Honolulu, 2182 miles from San Pedro October 19.
VINITA, Newcastle for Honolulu, 308 miles southwest of Honolulu October 19.
STEEL SEAFARER, San Pedro for Philadelphia, 307 miles south of San STEELS SEAFARER, San Fedro 107
Philadeiphia, 307 miles south of San
Pedro October 19.
TOLKEN, Apia for Baiboa, 2710 miles
from Apia October 19.
LURLINE, Honolulu'for San Francisco.
795 miles from San Francisco October 19.
HEFFRON, Honolulu for Baiboa, 1314
miles east of Honolulu October 19.
CANADIAN SKIRMISHER, Newcastle
for San Francisco.

for San Pracesco,
Francisco,
SHABONEE, Itonaki for San Pedro,
1320 miles from San Pedro October 19.
GINYO MARU, Hile for San Francisco,
1550 miles from San Francisco October 19.
CARDIGANSHIRE, Panama for San
Pedro, S55 miles south of San Pedro
October 19. October 19.

LIEBRE, Everett for San Pedre, 695
miles from San Pedre,
ZENON, Vancouver for San Francisco,
Abmiles north of San Francisco,
Abmiral Dewey, San Francisco for
Victoria, 98 miles from San Francisco
LEVANT ARROW, Manila for San
Francisco, 578 miles from San Francisco

BERMUDA, New York for Portland BERMUDA, New York for Portland, 68 miles south of San Francisco for Portland, 60 miles south of Point Arena at poon.
ASTRONOMER, San Francisco, for Victoria 20 miles northwest of San Francisco at noon.
Whit G, WARDEM, San Pedro for New York 650 miles south of San Pedro at noon.

MAZATIAA, United States transport.
Kamchaika for Seattle, 428 miles from
Seattle, October 19.
ADMIRAL EVANS. Ketchikan for Seattle, arrived Seattle 10 4. M.
MERIDEN, left Roche harbor for Tacoma at 6:50 P. M.
RAINIER. Seattle for Port Angeles,
25 miles from Seattle,
WHEATLAND MONTANA, Seattle for
Vanccuver, 30 miles from Seattle.
BROOKDALE, Akutan for Seattle, 40 miles from Seattle. illes from Seattle. HEATHER, United States lighthouse tender, anenored Nean Day.

ADMIRAL SCHLEY, Seattle for San
Francisco, 194 miles south of Seattle.

CORDOVA. Seattle for Lost harbor,
Alaska, off Cape Flattery.

YOSEMITE, Port Gamble for San
San Francisco, 175 miles south of Flat-

HAKATA MARU, Yokohama for Van-ouver, 250 miles from North Head a ROSE, United States lighthouse tender

ind for Astoria, anchored Toke Point By Federal Telegraph Company. WALDURA, Honoiulu for New York, 375 miles from Honoiulu, October 19: PRESIDENT JACKSON, Yokohama for Seattle, 1679 miles west of Seattle, Oc-

DILWORTH, Shanghai for San Francisco, 830 miles west of San Francisco. SONOMA, San Francisco for Sydney, 1153 miles southwest of San Francisco. LOS ANGELES, San Pedro for Marinez, 255 miles from Martinez. WEST FARALLON, San Pedro for Tokohama, 1834 miles from San Pedro. PRESIDENT CLEVELAND, San Frano for Hongkong, 952 miles west o

San Francisco.
COALINGA. Seattle for San Pedro,
969 miles north of San Pedro.
FOREST KING. San Pedro for San
Francisco, 122 miles south of San Fran-ISCO.
HOMER, anchored off Presidic shoals.
WAHKEENA San Pedro for San Francisco,
Iso niles south of San Francisco.
CLAREMONT. San Pedro for Rayuond, 125 fulles south of San Francisco.
HUMBOLDT. San Pedre for San Fran-AUABULDT, San Pedre for San Francisco. 118 miles south of San Francisco. FRANK H. BUCK, Gaviota for Port-and, 162 miles north of Gaviota. ERNEST H. MEYER, Grays Harber or San Pedro, 30 miles north of San Tanglace.

NEVADAN, San Pedro for San Fran-isco, 312 miles south of San Francisco, ROBIN ADAIR, New York for Sar Francisco, 195 miles south of San Fran

WAPAMA, San Francisco for Portland, 145 miles north of San Francisco.
SISKIYOU, San Pedre for Columbia
river, 305 miles south of Columbia river
SIERRA, Columbia river for San Pedro, 581 miles from Columbia river. dro, 531 miles from Columbia river.

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

CUBA, San Francisco for Cristobal,
236 miles south of San Pedro.

GRANT (United States transport), San
Francisco for Maniia, 79 miles went of
San Francisco.

ECUADOR, New York for San Francisco, 649 miles seuth of San Pedro.

SANTA MARIA, Vancouver for Port
San Luis, 295 miles north of Port San
Luis.



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