Reports of Shipping and News of Foreign Trade

Faith Broken by Shipping Board, Lines Declare

Atlantic Conference Sends Benson Protest Against His Action in Reducing Rates Without Warning

Heavy Losses Involved

Foreign Companies Ask for Assurances on Co-operation; Freight War Likely

Whether the Shipping Board is to continue in cooperative relations with the foreign trans-Atlantic lines in the matter of freight rates will probably be determined by the answer of Admiral Benson, chairman of the board, to a telegram of protest addressed to him by the North Atlantic United Kingdom Freight Conference, after a meeting held here.

The stand taken by the conference is that the Shipping Board, after entering upon an agreement at its own request with the conference regarding the stabilization of rates, has without previous announcement to the board cut the export rates on flour to be carried by government vessels to a point at which losses must be made and an unsettling influence exerted on rates for other commodities.

That the spirit of the board's understanding with the conference has been violated is declared in the message to Admiral Benson, and assurances are asked that in future there will be no rate changes except in accordance with the arrangement made between the board and the conference.

Failure on the part of Admiral Benson to give such assurances, shipping men believe, will lead to a severance of relations with an extension of the present rate war in which the French Line, having broken conference rates, is meeting the combined competition of the conference and the Shipping Board. In the new war, however, the Shipping Board will have the conference lines, not as cooperators, but as competitors.

Benson for Conferences

Admiral Benson has been a strong advocate of conferences and has constantly urged operators of Shipping Board vessels to cooperate with them. It has been pointed out that conferences not only stabilize rates at a point fair to both shippers and operators, but by preventing demoralization of rates benefit general commercial conditions. They also serve to improve the nature of shipping services and assure regular dispatch of goods.

The recent Shipping Board announcement of a reduction from 65 cents to 45 cents per 100 pounds to all United Kingdom ports, effective November 1, came without any intimation to conference lines that such a step was contemplated, it is said, and is therefore, regarded as a breach of faith. This act resulted from the protests of American mills regarding the great increase in wheat exports and is said to have followed the visit of a delegation to the White House. The reduction of the rates on flour has already been followed by a demand from shippers of other commodities for a like reduction on their goods. To concede this, shipping men point out, would mean that the cargo would have to be carried at a loss, which would fall on both the Shipping Board and private operators.

Resolutions of protest have been adopted by the United Kingdom section of the Gulf Shipping Conference. They state that such action as the Shipping Board has taken is contrary to the conference agreement, which provides for unanimous action by the Shipping Board and the foreign lines on both business. The differential of five cents, it is said, does not cover the cost of the steadying, loading and discharging, and makes no allowance whatever for the time always lost in handling flour compared with grain.

Protest Made by Conference

Furthermore, it is pointed out, the move will affect the object of the millers, who can now sell flour when it can get to market the five cents less.

The North Atlantic Conference in its message to Admiral Benson states:

"In our opinion the action on the part of the Shipping Board constitutes a grave injustice to the members of this conference, inasmuch as they were not consulted nor given an opportunity of expressing their opinion on so important a matter of such far-reaching consequences.

"You will recall, at your earnest request a working arrangement was entered into between conferences of Shipping Board operators and conferences representing foreign lines with a view to stabilizing and creating rates on all export commodities that would be fair to shippers and carriers alike, and this has been emphasized by the earnestness with which you have urged conferences among all operators, including those operating in French, Belgian, Dutch and German ports, but it must be obvious to you that the very object of the conferences is defeated by the summary action taken by you.

Reduction Means Losses

"The reduction of the wheat flour rate to 45 cents a hundred pounds is, we believe you will find, less than it actually costs to transport the commodity; in other words, it will not pay the cost of operation of the steamers trading in the North Atlantic. Therefore steamers carrying flour at these rates will make a loss on each transaction. This rate reduction further cannot fail to exert a downward influence on rates on other commodities the extent of which cannot be immediately determined.

"We consider that the spirit of our understanding, which we have scrupulously adhered to even though some sacrifices were involved, has been violated, and that without any opportunity to present our views we have been forced into a position where material financial losses are inevitable to steamers of both the Shipping Board and the foreign lines.

"Inasmuch as we are firmly of the opinion that your action in reducing the rate on flour is economically unsound, we ask you to give us some assurance that in future rate changes will not be made except in accordance with conference arrangements to which the Shipping Board and their operators are parties."

French Deputy for Freedom Of Imports and Exports

PARIS, Oct. 31.—Freedom of imports and exports is favored by M. Remard, vice-president of the finance committee of the Chamber of Deputies, who has asked the committee to adopt a resolution to this effect, says the Excelsior.

He declares this is the only way to reduce public expenditures, and that the oversupply of certain products, which has resulted in the shutting down of many factories, has been caused by the public refusing to buy on account of the constant increase in the cost of living.

In the World of Shipping

That the government, while it remains in possession of a great volume of merchant shipping, is in a position to make or break any port in the United States is shown by the Department of Commerce returns indicating marked reductions in New York's share of the country's foreign trade, shipping men say.

Viewed from any angle, in connection with Admiral Benson's statement that he meant to break up New York's monopoly by diverting shipping from this port, the power of the board is evident. Making all due allowance for the congestion and strikes that have occurred here, it is plain that diversion of government vessels to other ports is the main factor in the reduction in three months of nearly a fifth in the value of the exports shipped from New York.

So far as congestion and strikes go, the fact remains that these were not in force in the months in which the reduction was sharpest, and that therefore only their after effect could play any part in the cutting down of the port's trade. That the commerce of the country as a whole increased during the period of New York's recession is another point not to be overlooked.

For some time past shipping interests have been commenting on the increasing a location of vessels to Southern ports. From the Pacific Coast there has been a constant call for more tonnage, but the Department of Commerce figures show that this section's proportion of American sea trade has fallen off steadily. Figures for the Gulf Coast and south Atlantic ports tell another story, however. New York's loss has been the South's gain.

With the realization of these developments shipping men are wondering how the new seven-headed Shipping Board plan will work out. New York, at most, can have but two representatives on the board, it is pointed out, and the possibilities of a coalition against this port are evident. If a policy of sectionalism prevails in connection with the allocation and operation of the board's tonnage, an element of menace to the development of the new merchant marine will be created.

Black Eye for Concrete Ships

Concrete vessels, another of the great shipping discoveries of the war, may share the oblivion to which the wooden steamers of yesteryear are rapidly being consigned. Both underwriters and most operators have viewed the concrete ship doubtingly from the start, and the vessels have received only a conditional class from the classification societies. Advocates of the vessels, however, have contended that the form of construction was thoroughly trustworthy, and that the concrete ship could be relied upon to give a good account of itself under any conditions encountered.

The experience of the Shipping Board steamer Cape Fear is cited by the opponents of the concrete ship as an example of the shortcomings of this type of construction. In collision with the Savannah Line's steel steamer City of Savannah, the Cape Fear sank in three minutes. The steel vessel was damaged, but she made anchorage safely, with no loss of life. A number of the crew of the concrete ship were lost.

Many Ships, but No Buyers

Chances for the sale of the wooden tonnage owned by the Shipping Board are not improving with age. Admiral Benson is now convinced that there is no American market for these vessels, and an attempt will be made to sell them abroad. There have been many previous attempts of this kind, but the Shipping Board will try again. With steel steamers a drug in the market as at present and with Scandinavian ship owners canceling their contracts with foreign shipyards at heavy losses to themselves, the outlook for sales abroad is not a rosy one.

In a recent statement by a Shipping Board official praise was tendered to Edward N. Hurley, former chairman of the board, for the bravery with which he cut down the government's shipbuilding program immediately after the armistice. In this connection it is interesting to note the official records of the Bureau of Navigation in regard to American tonnage holdings.

These show that at the time of the armistice there were registered as seagoing vessels 170 wooden steamers, aggregating 361,000 gross tons. Mr. Hurley's cancellations were made just after this, but at the beginning of October, two years after the armistice, the total of wooden steamers under the registry had risen to 376, of various sizes.

The figures represent private and government owned tonnage, but most of wooden steamers built for private owners has been practically taken by the Shipping Board considers there are 228 that are in good enough condition to sell. It remains, however, to find the purchasers.

An Echo From Hamburg

The following, from Hamburg, illustrates that among other things matters maritime are not as they were in Germany:

American captain of American ship, watching the unloading of his vessel at a Hamburg dock. A German dressed in working clothes addresses him in perfect English.

German: "Before the war I was the captain of a 27,000-ton ship. Now I'm bossing a gang of stevedores unloading your ship. What do you think of that?"

American: "I think that if you had won the war I wouldn't be bossing a gang of stevedores; I'd be one of the stevedores."

Marine Reports

THE TIDES

	High water AM	High water PM	Low water AM	Low water PM
Sandy Hook	11:08	11:49	4:55	5:44
Governor's Island	11:21	——	5:24	6:10
Hell Gate	12:42	01	6:58	7:41

Note—The above figures are standard time and not New York time.

ARRIVED YESTERDAY

Vessel.	Port.	Docked at.
Gul Djemal	Constantinople.	
Calamares	Cristobal	Pier 15, E. R.
Jefferson	Norfolk	Pier 25, N. R.
Anaconda	Chilean, Rotterdam	Pier 56, N. R.
La Perouse	Havre	Pier 26, Brooklyn

Anchored off Stapleton, S. I.

Miller County, Port Lobos.

Anchored off Constable Hook, N. J.

Do Sato, Halifax, Nova Sc. H. H., Brooklyn

Hoi Hook, Chlatobal, Pier 26, Brooklyn

Spec. Ringe, Pier 2, Empire Stores, Brooklyn

Frederick R. Kellogg, Tampico.

Anchored off Tompkinsville, S. I.

Hahatonka, Tampico.

Anchored off Tompkinsville, S. I.

City of Rayon, Tampico.

Anchored off Tompkinsville, S. I.

Shinbu Maru, Cristobal.

Anchored off Clifton, S. I.

S.S. Nettie, Belize, Red Hook Flats, Hebra Regina d'Italia, Genoa.

Anchored in Quarantine

Madawaska, San Francisco.

Anchored in Quarantine

Panola, Boston. Anchored off S. I.

Santa Tecla, Cristobal.

Anchored in Quarantine

Dio, Bristol. Anchored in Quarantine

Lemaps, Jacksonville.

Anchored in Quarantine

Djember, Batavia.

Anchored in Quarantine

Berth Changes

Vessel.		Transferred to
Finland	Pier 61, N. R.	Pier 61, N. R.

INCOMING STEAMSHIPS

Due To-day

Vessel.	Port.	Departure.
Patria	Piraeus	Oct. 12
Niagara	Havre	Oct. 28
Victoria	Bermuda	Oct. 31
Mohawk	San Juan	Oct. 28

Due To-morrow

Trafford Hall	Gibraltar	Oct. 13
France	Havre	Oct. 26
Stephen	Barbados	Oct. 25
City of St. Louis	Savannah	Oct. 29

Due Wednesday

Olympic	Southampton	Oct. 27
Munamo	Anglia	Oct. 29
Santa Teresa	Valparaiso	Oct. 16
El Valle	Galveston	Oct. 28

Due Thursday

Tayeres	Kingston	Oct. 29

OUTGOING STEAMSHIPS

Sail To-day

	Mail Closes	Vessel Sails
New Toronto, Dakar, Gonnoves, Buenos Aires	9:30 AM	1:00 PM
Alliance, Cristobal	12:00 M	2:30 PM
Barcelona, Barcelona	12:00 M	4:00 PM
	12:00 M	12:00 M

Sail To-morrow

Cantonia, Southampton	8:30 AM	12:00 M
Carrillo, Santa Marta	7:30 AM	11:00 AM
Gregory, Patos	12:00 M	3:00 PM

Sail Wednesday

Dura d'Aosta, Genoa	8:30 AM	12:00 M
Pick Wheeler, Trieste	10:00 AM	2:00 PM
Kennedy Hall, Constanza	12:00 M	3:30 PM
Santa Clara, Valparaiso	7:00 AM	11:00 AM
Bonburn, Buenos Ayres	8:30 AM	12:00 M
Shenandoah, Santos	8:30 AM	12:00 M
Porto Rico, San Juan	8:30 AM	12:00 M
Pt. Hamilton, Bermuda	9:00 AM	1:00 PM
Caracas, Caracas	9:30 AM	1:00 PM
Spartan Prince, Rio de Janeiro	12:00 M	3:30 PM
Rosalind, Halifax	12:30 PM	4:00 PM
West Nohno, Glasgow	——	12:00 M
Lepanto, Newcastle	——	12:00 M
Hoos, Antwerp	——	12:00 M
Rotterdam, Rotterdam	——	12:00 M
Tayoba Maru, Manila	——	12:00 M
Toyooka Maru, Shanghai	——	2:00 PM
Munoran Maru, California	——	12:00 M
Lake Gulfwings, Havana	——	12:00 M
Grantos, Havana	——	12:00 M
Lake Farabee, Havana	——	12:00 M
Lake Linden, Cardenas	——	12:00 M
Satsuma, Shanghai	——	12:00 M
Glenspeyn, Rio de Janeiro	——	12:00 M
Spartan Prince, Santos	——	11:00 AM

Sail Thursday

Monowai, Hamburg	8:30 AM	12:00 M
Oscar II, Copenhagen	11:00 AM	2:00 PM
Madonna, Lisbon	10:30 AM	2:00 PM
Giuseppe Verdi, Naples	12:00 M	3:30 PM
Montrey, Vera Cruz	8:30 AM	12:00 M
Mexico, Tampico	9:00 AM	1:00 PM
Quillon, Bahia	11:30 AM	2:00 PM
Princess May, Port Antonio	12:00 M	3:30 PM
Yoko Maru, Rotterdam	——	12:00 M
Lake Gaither, Manzanillo	——	12:00 M
Chippewa, Cienfuegos	——	12:00 M

Reports by Wireless

From the U. S. Naval Communication Station

[Distances is given in miles. Reports are dated at noon unless otherwise specified.]

Abangarez 276 W Kingston Oct 30.
Advance 7 NE Cape Charles LV Oct 31.
Allentown 108 SW Hatteras Oct 30.
Alloway 1,010 E Panama Oct 29.
Amelia lat 42 55 N lon 69 36 W Oct 30.
Ancon 928 S Scotland LV Oct 30.
Anetta 44 N Jupiter Oct 29.
Anthracite Bridge lat 36 05 N lon 66 15 W Oct 30.
Antietam lat 15 56 N lon 77 41 W Oct 29.
Archer 140 E Jupiter Oct 30.
Arkansas 35 N Sandy Hook Oct 30.
Arlon 29 S by E Fowey Rocks Oct 29.
Arno 185 SW Hatteras Oct 29.
Aryan 124 SW Hatteras Oct 29.
Astral 2,041 S San Pedro 8 PM Oct 28.
Atlantic 41 N Sandy Hook 60 48 W Oct 27.
Balsam 140 E Savannah Oct 29.
Baton Rouge 74 N Hatteras Oct 30.
Beatrice 4 E Alligator Reef Oct 30.
Belfort lat 37 19 N lon 74 49 W Oct 31.
Bend Knot 200 E Cape Henry Oct 29.
Bethar 350 E Cape Henry Oct 29.
Bird City 335 E Ambrose LV Oct 31.
Bondowoso 7,952 W Seattle 8 PM Oct 27.
Bradford 140 S San Pedro 8 PM Oct 29.
Brattanon 7 SW Pensacola Oct 31.
Burwell 10 E Lobos Island Oct 29.
Cyligil 35 S Fire Island Oct 31.
Capt. A F Lucas 304 S Cape La Tourche 8 PM Oct 28.
Chestnut Hill 50 NW Tortugas Oct 30.
China Arrow 2,341 S San Francisco Oct 30.
City of Acton 340 SE by S Hatteras 8 PM Oct 30.
City of Columbus 128 NNE Hatteras Oct 30.
City of Joliet 2,710 W Honolulu 8 PM Oct 29.
City of Montgomery 210 S Scotland LV Oct 29.
City of Para 1,020 S San Francisco 8 PM Oct 28.
City of Rome 118 SW Gay Head Oct 31.
City of Spokane 1,388 SSW Seattle 8 PM Oct 27.
Colonel passed Cape Henry Oct 30.
Collingsworth 200 NE Cape Henry Oct 31.
Concho 244 S Sandy Hook Oct 29.
Conway Point 600 E Cape Henry Oct 31.
Chatham 340 SW Hatteras Oct 30.
Creole 28 S Scotland Oct 31.
Cretan passed Fire Island Oct 31.
Cross Keys 1,019 W Cape Flattery 8 PM Oct 28.
Cubore 40 SE Norfolk Oct 30.
D G Scofield 190 E Tampico Oct 30.
Dollwood 290 W San Francisco 8 PM Oct 30.
Dorrance 1,200 S San Francisco Oct 30.
Dorthine 2,504 SW San Francisco 8 PM Oct 30.
Dorochi 75 S South Pass Oct 30.
Devonshire 90 S Jupiter Oct 29.
Diana off Cape Lookout Oct 29.
Dirigo 28 W Sand Key Oct 29.
E A Morse 70 E Cape Henlopen Oct 30.
East Cape 341 E Ambrose Oct 28.
Eastern Glade lat 44 00 N lon 51 59 W Oct 30.
Eastern Merchant 1,206 W Cape Flattery 8 PM Oct 28.
Eastern Moon 140 E Ambrose Oct 30.
Ecuador 3,213 W San Francisco 8 PM Oct 29.
Edenhall 2,100 from Seattle 8 PM Oct 28.
Elsdey City 122 SE by S South Pass Oct 29.
Escopulo lat 14 36 N lon 37 12 W Oct 28.
Essex 55 NE Hatteras Oct 30.
F. H. Asche 18 S Ambrosia Shoals Oct 29.
Federal lat 40 10 N lon 69 30 W Oct 30.
Fort Wayne 557 S Ambrose 8 PM Oct 30.
General George W Goethals 925 S Ambrose Oct 30.
George H Henry 3 SW Frying pan Shoals Oct 30.
George H Jones 300 South E Galveston Oct 29.
Glendola 124 N Miami Oct 29.
Gloucester 30 NE Barnegat Oct 31.
Gondia 600 S Ambrose Oct 29.
Gulfbelle 7 S Fire Island Oct 31.
Gulf Queen 175 WNW Tortugas Oct 30.
Gulfland 445 NE Jupiter Oct 29.
Gulfmaid 245 SSW Sabine Oct 29.
Gulfstream 150 WNW Tortugas Oct 30.
Gulflade 7 S Cape Henry Oct 31.
Hagen 277 E Fort Lobos Oct 30.
Hamilton Dome 7 S Fire Island Oct 30.
Harold Walker 245 S Scotland LV Oct 31.
Hatsuyama 2,204 W Honolulu 8 PM Oct 29.
Hawkish 1,142 S San Francisco Oct 30.
Hawaiian lat 37 54 N lon 71 14 W Oct 29.
Herbert 1,000 S San Francisco 8 PM Oct 29.
Herbert 10 E Hilton Oil Reef Oct 29.
Hinckley lat 36 39 N lon 62 23 W Oct 31.
Hisko 10 W Sand Key Oct 29.
Hobokan 385 S Sandy Hook Oct 30 (no change since).
Homestead 402 E Delaware Breakwater Oct 29.
Hurona 375 SW Hatteras Oct 29.
Huron 22 NE Nantucket Oct 30.
Hoyt 35 S Norfolk Oct 30.
Hoxbar 75 SE Cape Henry Oct 29.
Huloco 205 E Lobos Oct 30.
Hyades 1,895 NW Tatoosh 8 PM Oct 29.
Ironium 2,146 from Seattle 8 PM Oct 29.
Iris 1,786 S San Francisco Oct 30.
Jacob 35 SE Cape Hatteras LV Oct 29.
J A Bostwick 5 E Fire Island Oct 30.
J E O'Neill 170 E Lobos Island Oct 30.
J M Danager 190 E Tampico Oct 30.
J W Van Dyke 170 S Cape May Oct 30.
Jalapa 918 from Balboa Oct 29.
Jean 22 SW Hatteras Oct 29.
Katherine 670 W San Francisco 8 PM Oct 29.
Kaweah 100 N Jupiter Oct 30.
Kekosita 90 N Hatteras 8 PM Oct 30.
Kerlew 435 E Ambrose LV Oct 31.
Kolorado 137 SE Ambrose Oct 30.
L J Drake 22 E Sand Key Oct 29.
Labette 250 E Cape Henry Oct 29.
Lake Cahoon 150 WNW Tortugas Oct 30.
Lake Charlotteville 98 ENE Galveston Oct 30.
Lake Crystal lat 34 39 N lon 76 03 W Oct 30.
Lake Gloucester 12 E Absecon LV Oct 30.
Lake Ellenorah 20 SW Fire Island Oct 31.
Lake Fackler 1,050 S Ambrose Oct 30.
Lake Fairfax lat 38 37 N lon 70 24 W Oct 30.
Lake Fairlie 276 SE South Pass Oct 30.
Lake Farlin 226 SE South Pass Oct 30.
Lake Farragut 75 E Cape May Oct 31.
Lake Figart 165 WNW Tortugas Oct 30.
Lake Fillmore 11 SW Cape Hatteras LV, Oct 29.
Lake Fithian lat 0 57 N lon 80 42 W Oct 30.
Lake Forsby 5 SSE Overfalls Oct 31.
Lake Fraley 66 SW Tortugas Oct 30.
Lake Freezeout 385 E Cape Henry Oct 29.
Lake Geneva 39 SSW Hatteras Oct 29.
Lake Gilboa 858 S Ambrose Oct 30.
Lake Hector 142 S Sand Island Oct 30.
Lake Pickaway 150 NE Tampico Oct 29.
Lake Strabo 122 WNW Tortugas Oct 30.
Lake Sunapee 125 S Hatteras Oct 30.
Lansing 148 from Port San Luis 8 PM Oct 29.
Las Vegas 1,578 W San Pedro 8 PM Oct 29.
Liberty Bell 229 E Cape Henry Oct 31.
Lightburne 174 SE Sabine Bar Oct 29.
Ligonier 212 E Sabine Oct 30.
Limon 420 S Cape Henlopen Oct 30.
Lurigen off Cape May 4 25 PM Oct 31.
Malakanka (AT) 112 S Scotland LV Oct 31.
Malden 113 ENE Winteguarter LV Oct 30.
Manitowoc 168 S Ambrose Oct 30.
Marina 1538 W San Francisco 8 PM Oct 29.
Marathe 634 S Scotland LV Oct 30.
Margaret Coughlan 60 N Columbia River 8 PM Oct 28.
Marshal Allenby lat 24 24 N lon 81 00 W Oct 29.
Martha Washington 264 S Ambrose Oct 31.
Mason City 31 N Jupiter Oct 29.
Metapan 340 North Colon Oct 29.
Mexicano 179 SW Galveston Oct 30.
Mishawaka 375 W San Pedro 8 PM Oct 29.
Mohawk 785 S Ambrose LV Oct 29.
Montoso 84 SE South Pass Oct 30.
Mundaw 22 NE Sand Key Oct 29.
Munplace 290 S Sandy Hook Oct 29.
Myrmidon lat 27 42 N lon 115 30 W 8 PM Oct 30.
Naugus 1,300 W Midway Island 8 PM Oct 29.
Nelson 270 SSW Sabine Oct 30.
Nesco lat 25 12 N lon 83 24 W Oct 30.
Neshobe pd Cape Charles 7 15 PM Oct 30.
New York 154 NNE Hatteras Oct 30.
Newton lat 36 45 N lon 73 40 W Oct 31.
Nora 204 S Ambrose Oct 30.
Octorara 23 Cape Hatteras LV Oct 29.
Olympic abeam Cape Race 6 P M Oct 31.
Ontario pd Fire Island 12:20 PM Oct 31.
Orator 420 S Cape Flattery 8 PM Oct 29.
Orleanian 562 S Ambrose Oct 30.
Orinoco 400 E Ambrose Oct 30.
Ozette 125 S Hatteras Oct 30.
Paraguay 6 NE Cape Lookout Oct 29.
Parismina 74 N Cristobal Oct 30.
Paul Harwood 62 SSW Nantucket Oct 30.
Perfection 220 E Tampico Oct 30.
Pioneer 244 E Tampico Oct 30.
Point Adams 1,291 S San Francisco Oct 29.
Prairie 140 SE Sabine Oct 30.
Portuna Plumas lat 39 53 N lon 59 02 W Oct 29.
Rapidan 250 E Port Lobos Oct 30.
Rayo 150 NE Jupiter Oct 29.
Richmond 237 N Colon Oct 31.
Robin 70 S Cape May 10 AM Oct 30.
Royal Arrow 1,039 N Colon Oct 30.
Ruth 55 E Fire Island Oct 29.
Salem County 147 SW South Pass Oct 30.
Salina 1,900 W San Francisco 8 PM Oct 28.
Santa Ana 340 S Nantucket LV Oct 29.
San Florentino 20 E Great Isaac Shoals Oct 29.
San Mateo 558 S Nantucket LV Oct 30.
Santa Barbara 351 S Cape Mala Oct 30.
Santa Inez 2,714 South San Francisco Oct 29.
Santa Oliva 270 SE South Pass Oct 29.
Santa Rita 830 S San Francisco 8 PM Oct 29.
Saratoga 84 SE Cape Henry Oct 30.
Saxon 1 S Alligator Reef Oct 30.
Sepulca 160 E Lobos Oct 30.
Sherman 230 S Cape Mala Oct 30.
Silverbrook 285 W Sand Key Oct 30.
Siskiyou 1,200 E Honolulu 8 PM Oct 29.
Standard 50 N Jupiter Oct 29.
Stockholm lat 41 23 N lon 62 29 W Oct 30.
Stockton 2,543 W San Francisco 8 PM Oct 30.
Sunshine 130 SW Galveston Oct 30.
Suriname 59 N Barrios Oct 29.
Sylvan Arrow 400 W San Francisco 8 PM Oct 30.
Tamiraut passed Sand Key 10 PM Oct 30.
Tamaroville 197 NE Tampico Oct 30.
Tapacanao 15 S Jupiter Oct 29.
Tegucigalpa 125 SE Tortugas Oct 29.
Tenadagua 90 S Sandy Hook Oct 29.
Tennessee 18 E Cape Henlopen Oct 29.
Ventura 1,176 W San Francisco 8 PM Oct 29.
Victoria 640 W Cape Flattery 8 PM Oct 28.
Union County 8 NE Cristobal Oct 30.
Vilja Brazzanello 111 470 NE Cape Henry 9 AM Oct 30.
Wacosta 60 E Tarpam Oct 30.
W H Irish 410 W Sand Key Oct 29.
W S Rheem 34 SE Jupiter Oct 29.
Wawaloam 14 NE Havana Oct 29.
West Castus 2,300 W San Francisco 8 PM Oct 29.
West Chilton 2,816 SW Honolulu 8 PM Oct 27.
West Cajoot 274 W San Francisco 8 PM Oct 29.
West Camargo 2,737 SW Honolulu 8 PM Oct 28.
West Hombrie 290 E Cape May 8 PM Oct 29.
West Isis 1,045 from Cape Flattery 8 PM Oct 28.
West Zappa 1,604 W San Pedro 8 PM Oct 29.
West Kason 1,711 W San Francisco 8 PM Oct 29.
West Katan 589 from Los Angeles Oct 29.
West Keats 1,148 W Columbia River 8 PM Oct 28.
West Keene 600 W San Francisco 8 PM Oct 29.
West Mohwah 425 S Cape Flattery 8 PM Oct 30.
West Niger 2,704 W Honolulu 8 PM Oct 27.
West Nilus 1,821 W San Francisco 8 PM Oct 29.
Western Comet lat 41 03 N lon 65 08 W Oct 30.
Wilhelmina 756 W San Francisco 8 PM Oct 29.
Wm. G. Warden 30 ENE Lobos Island Oct 30.
William Green 200 from Vera Cruz Oct 30.
Winnebago 141 ESE Sabine, Oct 29.
Yessking 170 E Cape Henry Oct 30.
Yoro 240 N Tela Oct 29.
Zacapa 879 S Ambrose Oct 29.

AMERICAN PORTS

BALTIMORE, Oct 31—Arrived: Arapahoe (Brazil), Philadelphia; Thistlemoor (Br), Liverpool via Newport News; Stephen B. Jones, Boston; Juniata, Jacksonville via Savannah; Liberty, Manchester; Kerkenna, Shields (Ukula (Br), Philadelphia; Cubore, Bilbao; Santore, Beaufort; Lake Hemlock, Port Tampa; Adelaidean (Nor), Grangemouth via Delaware Breakwater; Quaker City, Liverpool; Coton (Dutch), Hampton Roads. Sailed: Atlantica (Br), Bordeaux; Munalco, Havana; Winona, Pernambuco via Newport News; Fort Morgan (Nor), Havana; Tartara (Br), Mediterranean; Point Judith, Cristobal; Baybreeze, Tampico; Arcadio V (Br), Philadelphia; Assur (Br), La Palice; Caloria, Tampico; Cape Henry, Va., Oct. 31—Passed in for Baltimore: Allentown, Port Lobos; Lake Geneva, Cape Cod Canal; Schulenburg, Passed out from Baltimore: Greenwich (Br), Alexandria; Helford, St. Nazaire; Fagervik (Swed), Helsingborg and Halmstad; Gulf trade, Port Arthur; Argonia (Swed), New Orleans; Nordenfjeldske, Glasgow; Kirkton (Br), Cienfuegos; Redondo, Dunkirk; Jolint, Copenhagen.

CHARLESTON, S. C., Oct. 31—Arrived: Rosenfeld (Nor), Fernandina; Lake Crystal, Baltimore; Apache, Jacksonville and proceeded to New York.

GALVESTON, Tex., Oct. 31—Arrived: Strs Liberty Minutes, Philadelphia; Maxicoma, Genoa (crude), Havana; George H Jones, New York. Sailed: Strs Red Mountain, Antwerp; Edgefield, Havre and Rotterdam; Maricopa, Havre; Ontario (Br), Bremen; Western Chief, Manchester and Liverpool; Vacuum, Tampico; Sunbeam, Port Arthur; Edward L Dolbeg, Tampico; Gray Sefensky, Belize; Arthusa, Nikolaiev; Sagamore, Bremen; Dmitrenia, Havre; Dunkirk and Antwerp; Ida, Port Arthur; Liverpool, Lake Mattaio, Tampico; Wassie, Bremen, Rotterdam and Hamburg; Malden Creek, port in Greece.

JACKSONVILLE, Oct. 31—Arrived: Strs Lake Charles, New York; Astmahco, Colon via New York, put in with engine trouble; Harlem, New York; Dunsavie, New York via Charleston; Seiberg, New York. Sailed: Str Brooksville, Norfolk.

NORFOLK, Va., Oct. 31—Arrived: Strs Tarnsadow (Br), New York; Comanche, Savannah; Peter H Crowell, Philadelphia; Lake Flaxton, New York; Lake Elwater, Boston; Lake Tuller, New York; Aurelia (Swed), Baltimore; Mexico (Br), Havana; Sevilla, Lazaro (Span), Falmouth; Gazoyle, Port Arthur; Atlantica, New Orleans; Hewick Hall, Port Arthur; Wacissatar (Br), Tilton; Sarpedon, Brunswick; Sagamore, Bremen; Dahomey (Br), Liverpool; Sidereides (Gr), Constantinople; Magadela (Dan), Philadelphia; Cetea (Dan), Baltimore; Shannondale (Br), Buenos Ayres; Evanger (Nor), Gothenburg (Gk), Piraeus via Fayal; Schuylkill, Bridgewater; Sydhavn (Nor), Bergen; Devonity (Br), Philadelphia; Eton (Fr), Bordeaux; Seattle spirit, Buenos Ayres; Dysashia (Chr. bark), Bordeaux; Wearwood (Br), Rio de Janeiro; Cephalonia (Br), Liverpool.

PHILADELPHIA, Oct. 31—Arrived: Strs West Islas, New York; J W Van Dyke, Port Lobos; Dawson City, Ready Island, Del. Oct. 30. Passed down from Philadelphia: Strs Modesta (Nor), Bergen; Erivan (Br), Asotin, Obak, Marcus Hook, Pa., Oct. 31—Passed down from Philadelphia: Strs Bachus (Fr), Marseilles; Cydonia (Br), Rio de Janeiro; Cephalonia (Br), Liverpool. Passed up for Philadelphia: Str Ariano (Br), Manchester. Passed out from Philadelphia: Strs Bibby, Mobile; Lackawanna Valley, Calais; Nedima, Rotterdam; Panaghia Kera (Gk), Stettinius (Nor), Bergen. Sailed: Strs Ogalala, Newport News; Lakeby, Manchester; Kerkenna, Shields (Ukula (Br), Philadelphia; Cubore, Bilbao; Santore, Beaufort; Lake Hemlock, Port Tampa; Adelaidean (Nor), Grangemouth via Delaware Breakwater; Quaker City, Liverpool; Coton (Dutch), Hampton Roads. Sailed: Atlantica (Br), Bordeaux; Munalco, Havana; Winona, Pernambuco via Newport News; Fort Morgan (Nor), Havana; Tartara (Br), Mediterranean; Point Judith, Cristobal; Baybreeze, Tampico; Arcadio V (Br), Philadelphia; Assur (Br), La Palice; Caloria, Tampico. Cape Henry, Va., Oct. 31—Passed in for Baltimore: Allentown, Port Lobos; Lake Geneva, Cape Cod Canal; Schulenburg. Passed out from Baltimore: Greenwich (Br), Alexandria; Helford, St. Nazaire; Fagervik (Swed), Helsingborg and Halmstad; Gulf trade, Port Arthur; Argonia (Swed), New Orleans; Nordenfjeldske, Glasgow; Kirkton (Br), Cienfuegos; Redondo, Dunkirk; Jolint, Copenhagen.

PORT ARTHUR, Tex., Oct. 31—Arrived: Strs A C Nelson, Tampico; Polarine, New York; Mattato, Texas City. Sailed: Str Gulf of Mexico, New York.

PORTLAND, Me., Oct. 31—Arrived: Str Meteor, Norfolk.

PORT EADS, La., Oct. 31—Arrived: Strs Edwards, Shields; West Brook, Norfolk; Yoro (Br), Belize; Vestris, New York. Sailed: Strs American Press, Gran; Algeria, Aalen (Dr), Cartagena, Spain; Atenas, Bocas del Toro via Havana, Kingston and Cristobal; Cadiz (Sp), Barcelona via Havana; El Cid, New York; Genevieve (Br), London and Liverpool via Norfolk; George B Mackenzie, Georgetown, B. G. via Matanzas and Antilla; Holden Evans, Tampico; Hutchinson, Antwerp; Lake Foxcraft, Matanzas and Cardenas, Cuba; Lake Erhar, Antilla and Cuban ports; Medina (Br), Liverpool; Nola, Progreso; Rama, Bluefields.

SAN FRANCISCO, Oct. 31—Sailed: 30th, Pensacola, Manila; Lurline (Br), Honolulu, China, Hong Kong, Tjisondari (Dt), Batavia via Seattle; San Antonio, Punta Arenas; Orani, Havre.

SAVANNAH, Ga., Oct. 31—Arrived: City of Montgomery, New York; Ariadne Irene (Br), Pensacola. Sailed: 30th, Harlem, Havre; Cognati, Liverpool.

TAMPA, Fla., Oct. 31—Arrived: Hilton, Baltimore; schrs Lady Marian, Sagua la Grande; Cinco Hermanos (Mex), Laguna. Sailed: Schr Banlear Black, St Andrews.

FOREIGN PORTS

Departures for New York

Hamburg—S S H Luckenbach.
Cherbourg—S S France.
Secondee—S S New Texas.
Marseilles—S S Mirlan Landis.
Havre—S S Brynhild.
Southampton—Zeeland.
Table Bay—S S Eastern Crag, City of Benares.
Buenos Ayres—S S Dilair.
Bristol—S S Boston City.
Huelva—S S Nuria.
Seaborn—S S Saterenyt.
Para—S S Benevente.
Panama Canal, Cristobal—S. S. Stanley Dollar.

Arrivals from New York

Havre—S S Farnworth.
Algiers—S S Jefferson County.
Antwerp—S S Hastier.
Algoa Bay—S S Ardgowan.
Cork—S S Milwaukee Bridge.
Plymouth—S S Carolina.
Bristol—S S Bristol City.
Southampton—S S Adriatic.
Dunedin—S S Iceland.
Montreal—S S Macaddam.
Panama Canal, Cristobal—S. S. Shunko Maru.

TRANSPACIFIC MAILS

The connecting mails close at the general postoffice and City Hall postoffice station, New York, at 8 p. m. as follows:

Tahiti, Marquesas, Cook Islands and specially addressed mail for New Zealand, Australia, via San Francisco, S S Maraeia, November 3.

Hawaii, via San Francisco, S S Manoa, November 5.

Hawaii, Fiji Islands, New Zealand and Australia, via Vancouver and Victoria, B. C., S S Niagara, November 10.

Japan, Corea, China, Siberia, Siam, French Indo-China, Netherlands East Indies and Philippine Islands via Vancouver and Victoria, B. C., S S Empress of Russia, November 13.

General F. W. Coe Praises Columbia Training Corps

Writes Dr. Butler Work of Instructing Reserve Officers at University Is Gratifying

In a letter to Dr. Nicholas Murray Butler, president of Columbia University, Major General F. W. Coe, chief of coast artillery of the United States army, praised the work of the reserve officers training corps at Columbia, saying:

"There is no more important work that our colleges can do in furthering the national defense than the education of the corps of reserve officers, for the efficiency of an army is largely dependent upon the efficiency of its officers.

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