

LOW "RICKY" RATES

Prove Highly Beneficial to Northwestern Farmers.

CHEAP SHIPS SAVE THEM MUCH

Two Recent Charters Temporarily Brace Up the Market—Great Amount of Idle Tonnage on the Pacific Coast.

The charter of a couple of ships for Australian loading seems to have temporarily braced up the dropping freight market. Two of the 10,000 ton ships for Europe were refused yesterday. This refusal of the owners to accept rates which will admit of business being done with Europe, however, does not indicate any permanent improvement in the general situation, and from the shipowners' point of view, the situation is still very distressing. The amount of idle tonnage now in port at Portland, Tacoma and Seattle, is the largest on record, with the prospects favorable for still greater accumulations before there is any new business for ships. Of the idle fleet in Portland, the Euphrosyne has been here the longest, arriving August 10, and refusing a 20s 3d charter about the time she reached port. Of the others the Elixton III arrived November 16, Foyleville December 4, Wacombe Park December 7, Emelle December 12 and County of Linnholm December 27, a total of 11,785 tons not yet chartering for business.

The disengaged fleet on Puget Sound has met with poorer success than the fleet at Portland. Of the 10,000 ton ships on Puget Sound, the Elixton III arrived August 10, Yola July 23, E. W. Watson November 12, Galtgate November 17, Muskoka October 25 and Glencliff December 12, a total of 12,227 tons not yet chartering. In San Francisco, the disengaged fleet has been piling up until it has now reached a total of over 90,000 tons not yet chartering. This total of 114,000 tons, plus the 11,785 tons which will hang like a leaden weight over the freight market not only for the remainder of the present season, but well into next season. It is for this reason that none of the exporters is paying any attention to chartering for new season loading, although in former years it has always been the practice to take up a few ships for new season loading in November or December. Flyers of this kind proved very disastrous in 1922 and there is a ship still in the river, which was chartered in December 1921, at a rate which netted her owner over \$10,000 more than they could have received for her when she arrived.

This general slump in freights set in very early in 1932, and while the exporters generally have been able to hold the opening weeks, along in March they went off with a rush, dropping from 35 to 25 1/2 within about a week. From that time on, the market has been steadily declining, and by the end of the year until they established a new record of 16 1/2 for United Kingdom, the lowest previous rate, in March, 1932, being 18 1/2. This general trade which has prevented a still greater demoralization in rates. Considerable of this business was urgent, and exporters were frequently obliged to secure cargo quickly, and accordingly pay more for them than they would be obliged to pay if they had more time in which to look up vessels.

The Portland grain fleet for 1932 consisted of 15 ships carrying over 200,000 long tons of wheat and flour to Europe and Africa. This grain was taken out of the country on an average rate of \$2.50 per long ton less than the rate paid the ships of the grain fleet for the previous year, the wheatgrowers of Oregon and that portion of Washington tributary to this port accordingly receiving an additional \$600,000 for their wheat on account of the reduction in freights. A similar sum was added to the profits of the farmers who marketed their wheat on Puget Sound. This contribution of the foreign shipowners in the way of reduced freights has in the aggregate amounted to \$1,600,000 for Oregon, Washington and Idaho for the year just closed, and while the grain was in evening up the score for the excessive rates of the preceding year.

ANOTHER LUMBER CONTRACT

Government Will Soon Want Seven Million Feet for the Philippines.

It is rumored in military circles that the Government will soon ask for proposals from millmen here for supplying 7,000,000 feet of lumber for constructive purposes in the Philippines. The last lot of lumber bought by the Government for the Philippines—1,000,000 feet—was filled on a contract at Seattle and the other half by the Pacific Export Lumber Company, of this city. This company's bid was really the lowest, but they could not supply more than about a shipment of 200,000 feet. The Government was in a hurry for the lumber and so divided the contract, engaging two ships to load on Puget Sound and two for Portland and was able to get the lumber to the Philippines in two months instead of having to wait four for some of it. Two and a half million feet went from here on the Quito December 10 and the remainder to go from Portland is nearly ready for delivery to be loaded on the Ellerie, which is expected to arrive here in a few days.

It is after this is gone the Government wants 7,000,000 feet more, millmen here will be prepared to make proposals for supplying it. It will be about a month after the Ellerie leaves before the Government can be ready for action in the matter. The price paid by the Government for the last lot purchased here was \$18 per thousand feet for rough and \$17 for dressed lumber, and about 1,000,000 feet of surfaced lumber for barracks was supplied to go on the Quito at \$12 per thousand. These were, to say the least, very reasonable prices, but in view of the very low prices for lumber in this city, it is doubtful if another contract can be secured by the Government at as low prices.

Towed to Quarantine

ASTORIA, Or., Dec. 31.—(Special).—The British ship County of Linnholm was towed over to the Government quarantine station last evening and the work of discharging her ballast and saturating it with a solution of acids to destroy the cholera germs was commenced. When that work is completed the vessel will be thoroughly fumigated for both cholera and smallpox.

Inspection of the Mindoro.

ASTORIA, Or., Dec. 31.—(Special).—The four-master schooner Mindoro received an underwriter's inspection today to see what injury she received while in collision with another schooner at the time of leaving down the river. It was found that her hull was uninjured and that her upperworks were damaged less than \$200. This injury will not interfere with the schooner going to sea.

Buoy Not Sounding.

Captain C. G. Callina, light-house inspector, issues notice that the Gray's Harbor outside bar whistle buoy, red, marked "Gray's Harbor" in white letters, is reported December 28, not sounding. It will be replaced by a perfect buoy as early as practicable.

River Steamers for Philippines.

Four river steamers are to be built at Tacoma for service in the Philippines. The

boats are to be sternwheelers and are for the Manila Navigation Company, of Manila and New York. In size they will be 50 feet long, 20 feet beam and 4 feet 6 inches deep of hold. The engines and machinery for the boats are to be furnished by the Marine Iron Works, of Chicago. The contract calls for the first boat to be completed by the end of the month of February 10, and the other three at early dates thereafter.

Will Sail Under New Name.

NEW YORK, Dec. 31.—The International Mercantile Marine Company has asserted itself at the Custom-House for the first time by the clearance of the American Line steamer Philadelphia for Southampton. From this time the name disengaged tonnage now in port at Portland, Tacoma and Seattle, is the largest on record, with the prospects favorable for still greater accumulations before there is any new business for ships. Of the idle fleet in Portland, the Euphrosyne has been here the longest, arriving August 10, and refusing a 20s 3d charter about the time she reached port. Of the others the Elixton III arrived November 16, Foyleville December 4, Wacombe Park December 7, Emelle December 12 and County of Linnholm December 27, a total of 11,785 tons not yet chartering for business.

Marine Notes.

The Down Hill, at Columbia No. 2, disabled loading wheat and dropped into the stream.

The Hutton Hall, from Shields, for Portland, was spoken November 21, in 21.27 south, 121.4 west.

As was expected, the Alleton completed her grain cargo at Oceanview dock yesterday after the stevedores had worked but two days on her.

A floating dock of 16,000 tons capacity is being built in Germany for the harbor of Hamburg. It will be used for merchant vessels and German warships.

The British ships Ventura and Norma and the French bark Ville de St. Nazaire, arrived at last evening. The Ventura berthed at Columbia dock, and the other two anchored in the stream.

The only clearances yesterday were the German bark Werra, 14,211 barrels of flour, worth \$46,475, for Durban, and the German bark Auster, 75,816 bushels of wheat, valued at \$62,700, for Cape Town. Both cargoes were dispatched by the Portland Flouring Mills.

A proposal to increase tonnage dues at Southampton in order to recoup the cost of the project to deepen the harbor has raised a storm of protest on the ground that light-draught vessels will be taxed unfairly. The North German Lloyd Line threatens not to call at Southampton, and the other lines and other lines have sent in written protests.

The tank steamer Silverlip, recently launched at Walker-on-Tyne for the Shell Transport & Trading Company, is the largest tank steamer yet built, her capacity being 10,000 tons on 20 feet 8 inches draught. She is intended for carrying oil to the East and general cargo on her return, special arrangements having been made on her for the carriage of her tanks from the fumes of her oil cargo.

Domestic and Foreign Ports.

ASTORIA, Dec. 31.—Arrived at 11:30 A. M. and left at 2 P. M.—Steamer Geo. W. Elder, for San Francisco. Condition of the bar at 4 P. M.: rough; wind northwest; weather squally.

Kilauea, Dec. 31.—Arrived 20th—American bark Astoria, from Portland.

San Francisco, Dec. 31.—Arrived at 5 A. M.—Steamer Despatch, from Portland. Arrived at 10:45 A. M.—Steamer Columbia, from Portland. Arrived—Schooner Cogitula, from Coquille River. Sailed—Schooner Lily, for Umpqua; steamer Neko, for Tacoma; ship Port George, for Nantux, where Mary Rita, for Sitka; steamer Advance, for Coquille River; steamer Arcata, for Coos Bay; schooner Sacramento, for Sitka River.

New York, Dec. 31.—Arrived—Neckar, from Bremen.

Moville, Dec. 31.—Arrived—Ethiopia, from New York for Glasgow, and proceeded.

Liverpool, Dec. 31.—Sailed—Nordland, for Philadelphia.

Tacoma, Dec. 31.—Sailed—U. S. transport ship, for Manila. Arrived—Steamship Glencliff, from Hong Kong; steamer Geo. W. Elder, from San Francisco.

Seattle, Dec. 31.—Arrived—Steamer Al-Ki, from Skagway; Japanese steamer Ito Maru, from Yokohama; Chinese steamer Samat, from Eagle Harbor.

New York, Dec. 31.—Arrived—Liguria, from Genoa. Sailed—Celtic, for Liverpool; Philadelphia, for San Francisco.

Rotterdam, Dec. 31.—Arrived—Nordland, from New York.

Liverpool, Dec. 31.—4:30 P. M.—Sailed—Nederlandsche, for Philadelphia.

Queenstown, Dec. 31.—3:30 P. M.—Sailed—Ultima, from Liverpool for Boston. Arrived—Bohemian, from New York.

The growth of the public schools of Portland has kept pace with municipal development along all other lines. There will be 15,000 scholars in the city schools in 1933, and this indicates a civic population of about 120,000. The increase in attendance is good, and the fact that it is not impossible that overcrowding will result. But, from present indications, space in comfort will be found for every pupil.

Such comfort has been secured in improvements in school buildings during the past year, but Portland is growing faster than some of the city fathers seem to realize. School attendance furnishes a safe thermometer, as showing the growth of a municipality, and the fact that Portland is climbing steadily in an educational way is evidence of a general prosperity.

The gain has been somewhat erratic, however. The following table shows the number of pupils enrolled for the past quarter of a century:

Year	No. Pup.	Gain.	Year	No. Pup.	Gain.
1875	1,720	1,338	1895	4,592	4,301
1876	1,870	1,500	1896	4,802	4,370
1877	2,080	1,590	1897	5,041	4,691
1878	2,240	1,660	1898	5,241	4,891
1879	2,447	1,800	1899	5,510	5,170
1880	2,611	1,900	1900	5,773	5,430
1881	2,780	2,000	1901	6,036	5,690
1882	2,930	2,100	1902	6,299	5,950
1883	3,130	2,200	1903	6,562	6,210
1884	3,380	2,300	1904	6,825	6,470
1885	3,630	2,400	1905	7,088	6,730
1886	3,880	2,500	1906	7,351	6,990
1887	4,130	2,600	1907	7,614	7,250
1888	4,380	2,700	1908	7,877	7,510
1889	4,630	2,800	1909	8,140	7,770
1890	4,880	2,900	1910	8,403	8,030
1891	5,130	3,000	1911	8,666	8,290
1892	5,380	3,100	1912	8,929	8,550
1893	5,630	3,200	1913	9,192	8,810
1894	5,880	3,300	1914	9,455	9,070
1895	6,130	3,400	1915	9,718	9,330
1896	6,380	3,500	1916	9,981	9,590
1897	6,630	3,600	1917	10,244	9,850
1898	6,880	3,700	1918	10,507	10,110
1899	7,130	3,800	1919	10,770	10,370
1900	7,380	3,900	1920	11,033	10,630
1901	7,630	4,000	1921	11,296	10,890
1902	7,880	4,100	1922	11,559	11,150
1903	8,130	4,200	1923	11,822	11,410
1904	8,380	4,300	1924	12,085	11,670
1905	8,630	4,400	1925	12,348	11,930
1906	8,880	4,500	1926	12,611	12,190
1907	9,130	4,600	1927	12,874	12,450
1908	9,380	4,700	1928	13,137	12,710
1909	9,630	4,800	1929	13,400	12,970
1910	9,880	4,900	1930	13,663	13,230
1911	10,130	5,000	1931	13,926	13,490
1912	10,380	5,100	1932	14,189	13,750
1913	10,630	5,200			
1914	10,880	5,300			
1915	11,130	5,400			
1916	11,380	5,500			
1917	11,630	5,600			
1918	11,880	5,700			
1919	12,130	5,800			
1920	12,380	5,900			
1921	12,630	6,000			
1922	12,880	6,100			
1923	13,130	6,200			
1924	13,380	6,300			
1925	13,630	6,400			
1926	13,880	6,500			
1927	14,130	6,600			
1928	14,380	6,700			
1929	14,630	6,800			
1930	14,880	6,900			
1931	15,130	7,000			
1932	15,380	7,100			
1933	15,630	7,200			

The property that Portland will reach the 15,000 mark this year is made by many of the teachers, but it is not indorsed without qualification by School Superintendent Frank Rigler.

"We may have 15,000 pupils in 1933," said Mr. Rigler yesterday, "and we may fall short a little of that number. The total register may show the sum mentioned, but that does not mean that 15,000 scholars will regularly attend the schools. Many who register fail to report after a week or so, and that cuts down the total good deal. But the increase will serve to show that Portland is developing along educational as well as other lines, and we are rather proud of our exhibit."

Asked as to which part of the city was enjoying the most rapid increase in population, Mr. Rigler said that the growth was healthy as a whole, and that no one district prospered to the disadvantage of another. He called attention to this table, which shows the daily attendance at the different schools:

Schools	Boys	Girls	Boys, Total
Albion	67	136	203
Albion Central	69	138	207
Albion North	256	236	
Albion Central	191	236	
Albion Central	236	400	
Chapman	251	254	
Albion, Kelly	251	254	
Couch	251	254	
Falling	454	430	
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Fulton	33	36	
Fulton Park	53	52	
Highland	53	52	
Highland	531	270	
Highland	75	69	
Holmes	14	15	
Marquam	14	8	
Midway	206	15	
Ockley Green	8	8	
Park	145	153	
Peninsula	89	89	
Portsmouth	89	78	
Portland Homestead	190	195	
Portland Homestead	190	195	
Stephens	236	237	