

WITHOUT A CARGO

Vessel Chartered on a Speculation by Griffith, Williams & Co., of London.

THREE CANCELING DATES

Rate Given in the Charter-Party Is 31 Shillings a Pence for Wheat and One Shilling More for Flour—Recharter Offered.

Griffith, Williams & Co., of London, stand to lose several dollars on the ship "Arctic" chartered in Portland harbor. The vessel came in cargo from Rotterdam and was under charter to the English firm to load wheat or flour out to sea for the former and upon the latter. The vessel had three canceling dates and arrived in February the figures for which are as stated. Griffith, Williams & Co. had secured no cargo for the vessel and she has a charter and no one to load her.

TUG SERVICE IS GOOD NOW

Captain Kennedy Says There Has Been Great Improvement at Bar.

Captain Kennedy, master of the British bark "Jordan," which arrived in the river Sunday from Callao, made a smart run up from the South American port. He made the lightship in 46 days. As it is blowing hard from the southeast, he was hazy Captain Kennedy stood off shore. He came up again Sunday and was towed in. The master is enthusiastic over the manner in which he was handled by the tugboat. In speaking of the service, Captain Kennedy said:

VERSAILLES CARRIES WHEAT

French Bark Clears for Orders. Exports Exceed Million Bushels.

The French bark Versailles cleared yesterday for the United Kingdom with 123,133 bushels of wheat, valued at \$106,353. The clearance of the Versailles, which is the first of the series of French vessels to be cleared for February will show the 1,000,000 bushel mark. The Versailles will finish today and a number of other craft will round out the week.

CAMPS TO START; FULL TIME Logging Operations to Begin Again

North of Montesano.

MONTESANO, Wash., Feb. 12.—(Special.)—Neill Cooney, manager of the Grays Harbor Commercial Company, of Cosmopolis, and a number of other logging and timber companies with camps north of this city, has just returned from San Francisco where he was in conference with the head officials of the companies, and as a result of this conference the camps will start at once.

STEAMER SPENCER ON WAYS

Craft Undergoing General Overhaul Before Summer Work.

The steamer Charles R. Spencer has been pulled out on the ways for annual overhauling and painting. She will be ready for service by the middle of the month and will begin regular trips to The Dalles about the middle of March. It is earlier than she went into commission last year because of the repairs to her boiler.

Liner Has Smallpox on Board.

PORT TOWNSEND, Wash., Feb. 12.—The big Hill liner Minnesota arrived here during the night and is held up by the quarantine officials with smallpox aboard. There was no sign of disease when the steamer sailed from the Orient. Of the three cases aboard, two developed on February 10. A third case appeared February 6. All are Chinese members of the Minnesota's crew. First and second-class passengers and the baggage are being transferred to the steamer "Whitcomb" and will be taken immediately to Seattle before the liner goes to the quarantine station at Diamond Point. A large consignment of silk and furs will be brought ashore here for shipment to its destination and will not go to quarantine with the rest of the freight. The Minnesota will remain here over night and will proceed to Diamond Point tomorrow morning with the steamer passengers, crew and freight for fumigation. Captain Austin reports that the ship is approximately 600 and a 12-day trip across the Pacific.

Tacoma Shipping Notes.

TACOMA, Wash., Feb. 12.—Kiehlhel Suzuki, who has just completed a sentence at Diamond Point, is being held in the Federal Prison for smuggling Japanese into this country, was today deported to Canada, from whence he came.

There is a marked dullness in the charter market, both for wheat and general cargo. Offshore lumber ship-

ping is almost at a standstill. Exporters are furnishing cargo for tonnage on hand, but no additional tonnage is being taken. The Standard Oil steamer Colonel E. L. Drake is discharging 30,000 barrels of fuel oil at the company's local tanks. In two days, the British steamer Iona has loaded 500 tons of the 8500 tons of wheat she will carry from here. There is some talk of raising the ship Andelana, which turned turtle here nine years ago, but local shipping men say it would be a profitless task, even should it be successfully done.

San Pedro Shipping Notes.

SAN PEDRO, Feb. 12.—The steamer Santa Barbara, Captain Zeddert, bound for Grays Harbor via San Francisco for San Diego, with a large lumber cargo, called to land passengers. The steamer Quinault, Captain Christensen, is due tomorrow from Portland, via San Francisco, lumber-bound.

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SALES BY FEELS

Produce Trade Again Takes Up Peddling Problem.

OLD METHODS OUTGROWN

Front-Street Association at Annual Meeting Elects Officers for the Year—The Onion Market Holds Firm.

At the annual meeting of the Produce Merchants Association of Portland, the following officers were elected for the ensuing year: President, W. B. Glafks. Vice-president, George L. Davesport. Treasurer, H. C. Thompson. The board of directors includes the above officers and George H. Pearson and John A. Bell. The annual reports of the officers were read, which showed the association to be in a healthy condition. Much time was spent in discussing current matters of importance to the trade on a growing spirit of harmony is noticeable in the workings of the association.

STEAMER INTELLIGENCE

Due to Arrive. Name. From. Date. In port. D. Inman, San Francisco, Feb. 12. Johan Poulsen, San Francisco, Feb. 12. R. S. Cooper, San Francisco, Feb. 12. F. S. Cooper, San Francisco, Feb. 12. Breakwater, Coos Bay, Feb. 12. Geo. W. Elder, San Pedro, Feb. 12. Northland, San Francisco, Feb. 12. Aralia, Hongkong, Feb. 12. Aralia, Hongkong, Feb. 12. Aralia, Hongkong, Feb. 12. Aralia, Hongkong, Feb. 12.

SALES OF ONIONS ARE REPORTED.

Renewed Demand in View of Firmness of San Francisco Market. There is more activity in the onion market in this city than in any other. In conditions at San Francisco a few cars were reported sold yesterday, and as the growers refused to give way in their ideas, the buyers have to come up to the price asked. This has been the case since the quotation was possible. A San Francisco report that market very firm with best grades quoted at 3 cents. As very little stock is rolling southward, the strength of the market will be maintained.

Arrivals and Departures.

PORTLAND, Feb. 12.—Arrived—British bark "Jordan," from Callao. Arrived—British bark "Jordan," from Callao. Arrived—British bark "Jordan," from Callao. Arrived—British bark "Jordan," from Callao.

Produce Receipts Delayed.

A considerable quantity of produce north-bound was delayed yesterday, and consequently there were no receipts during the day. Among the overdue arrivals which are looked for today are two cars of assorted vegetables, one car of celery and two cars of oranges. A good miscellaneous stock is on hand, however, and business was of fair proportions. Prices generally were unchanged.

Changes in Cereal Goods.

A sharp reduction was announced yesterday in a number of farinaceous lines. Hotted oats were reduced 1/2 cent per barrel; steel-cut, 50 cents per barrel; and ground oats, 1/2 cent per bushel. Flaked oats, 2 1/2 cents were reduced from \$3.25 to \$3.23 per case. Oat flakes and wheat flakes were cut 25 cents. Pastry flour is 25 to 30 cents per barrel. Flour is 25 to 30 cents per barrel. Flour is 25 to 30 cents per barrel.

FORELAND QUOTATIONS.

GRAIN, FLOUR, FEED, ETC. WHEAT—Club, 82c; Western, 84c; Valley, 82c; red, 80c. RYE—No. 1, 82c; No. 2, 80c. CORN—No. 1, 82c; No. 2, 80c. OATS—No. 1, 82c; No. 2, 80c. BARLEY—No. 1, 82c; No. 2, 80c. HAY—No. 1, 82c; No. 2, 80c. SUGAR—No. 1, 82c; No. 2, 80c. COFFEE—No. 1, 82c; No. 2, 80c. TEA—No. 1, 82c; No. 2, 80c. SPICES—No. 1, 82c; No. 2, 80c. OILS—No. 1, 82c; No. 2, 80c. LARD—No. 1, 82c; No. 2, 80c. BUTTER—No. 1, 82c; No. 2, 80c. EGGS—No. 1, 82c; No. 2, 80c. MEAT—No. 1, 82c; No. 2, 80c. FISH—No. 1, 82c; No. 2, 80c. FRUIT—No. 1, 82c; No. 2, 80c. VEGETABLES—No. 1, 82c; No. 2, 80c. STOCKS—No. 1, 82c; No. 2, 80c. BONDS—No. 1, 82c; No. 2, 80c. CURRENCY—No. 1, 82c; No. 2, 80c. COMMODITIES—No. 1, 82c; No. 2, 80c. MISCELLANEOUS—No. 1, 82c; No. 2, 80c.

BOARDS ARE DEMAND

ENCOURAGING ELEMENT IN THE FINANCIAL SITUATION.

Stock Market Shows Strong Resistance at All Times to Unfavorable Trade News.

Henry Clews of New York, writes of the situation in Wall street under date of February 8 as follows: The stock market shows surprising resistance to unfavorable news. Unusual reaction, declining railroad earnings and diminishing profits would ordinarily exercise a strong influence upon values; but in spite of these conditions, prices have been well maintained, partly owing to continued support from the public, but more favorably because of the general business situation. The most encouraging element in the financial situation is the continued demand for bonds, showing that there are funds awaiting investment and that safety is just now a more important factor than profit. A large holder there is the hope that present business depression will not last long in its present stage of acuteness. Already many holders which had previously shut down are restarting, and with the approach of Spring, Federal Reserve banks in this direction should follow. It was this expectation which led the United States Steel Corporation not to reduce prices. Before long construction work will be resumed, and the improved ability of the railroads to finance issues will be shown by the fact that in the last months of 1907 encouraged the expectation of recovery in demand for iron and steel from various sources.

PORTLAND LIVESTOCK MARKET.

Prices quoted locally on Cattle, Sheep and Hogs. The following quotations were current in the local market: CATTLE—No. 1, 82c; No. 2, 80c. SHEEP—No. 1, 82c; No. 2, 80c. HOGS—No. 1, 82c; No. 2, 80c.

Stocks at London.

LONDON, Feb. 12.—Consols for money, 87 1/2; do for account, 87 1/2. Central, 97 1/2; Athol, 97 1/2; North, 97 1/2; West, 97 1/2. Bank of India, 100; do, 100. Bank of China, 100; do, 100. Bank of Japan, 100; do, 100. Bank of Australasia, 100; do, 100. Bank of New Zealand, 100; do, 100. Bank of South Africa, 100; do, 100. Bank of the West Indies, 100; do, 100. Bank of the East Indies, 100; do, 100. Bank of the South Sea Islands, 100; do, 100. Bank of the North Sea Islands, 100; do, 100. Bank of the West Indies, 100; do, 100. Bank of the East Indies, 100; do, 100. Bank of the South Sea Islands, 100; do, 100. Bank of the North Sea Islands, 100; do, 100.

Grain at San Francisco.

SAN FRANCISCO, Feb. 12.—Wheat—Quiet. Spot quotations: Wheat—Shipping, 1.05 1/2 per cent; milling, 1.07 1/2 per cent. Barley—No. 1, 82c; No. 2, 80c. Corn—No. 1, 82c; No. 2, 80c. Oats—No. 1, 82c; No. 2, 80c. Rye—No. 1, 82c; No. 2, 80c. Sorghum—No. 1, 82c; No. 2, 80c. Millet—No. 1, 82c; No. 2, 80c. Buckwheat—No. 1, 82c; No. 2, 80c. Flax—No. 1, 82c; No. 2, 80c. Hemp—No. 1, 82c; No. 2, 80c. Cotton—No. 1, 82c; No. 2, 80c. Wool—No. 1, 82c; No. 2, 80c. Hides—No. 1, 82c; No. 2, 80c. Tallow—No. 1, 82c; No. 2, 80c. Lard—No. 1, 82c; No. 2, 80c. Butter—No. 1, 82c; No. 2, 80c. Eggs—No. 1, 82c; No. 2, 80c. Milk—No. 1, 82c; No. 2, 80c. Cream—No. 1, 82c; No. 2, 80c. Cheese—No. 1, 82c; No. 2, 80c. Soap—No. 1, 82c; No. 2, 80c. Candles—No. 1, 82c; No. 2, 80c. Paper—No. 1, 82c; No. 2, 80c. Ink—No. 1, 82c; No. 2, 80c. Stationery—No. 1, 82c; No. 2, 80c. Printing—No. 1, 82c; No. 2, 80c. Advertising—No. 1, 82c; No. 2, 80c. Real Estate—No. 1, 82c; No. 2, 80c. Insurance—No. 1, 82c; No. 2, 80c. Banking—No. 1, 82c; No. 2, 80c. Finance—No. 1, 82c; No. 2, 80c. Law—No. 1, 82c; No. 2, 80c. Medicine—No. 1, 82c; No. 2, 80c. Surgery—No. 1, 82c; No. 2, 80c. Dentistry—No. 1, 82c; No. 2, 80c. Optics—No. 1, 82c; No. 2, 80c. Music—No. 1, 82c; No. 2, 80c. Art—No. 1, 82c; No. 2, 80c. Literature—No. 1, 82c; No. 2, 80c. Science—No. 1, 82c; No. 2, 80c. Religion—No. 1, 82c; No. 2, 80c. Philosophy—No. 1, 82c; No. 2, 80c. History—No. 1, 82c; No. 2, 80c. Geography—No. 1, 82c; No. 2, 80c. Politics—No. 1, 82c; No. 2, 80c. Economics—No. 1, 82c; No. 2, 80c. Social Science—No. 1, 82c; No. 2, 80c. Education—No. 1, 82c; No. 2, 80c. Psychology—No. 1, 82c; No. 2, 80c. Anthropology—No. 1, 82c; No. 2, 80c. Archaeology—No. 1, 82c; No. 2, 80c. Paleontology—No. 1, 82c; No. 2, 80c. Zoology—No. 1, 82c; No. 2, 80c. Botany—No. 1, 82c; No. 2, 80c. Geology—No. 1, 82c; No. 2, 80c. Astronomy—No. 1, 82c; No. 2, 80c. Meteorology—No. 1, 82c; No. 2, 80c. Oceanography—No. 1, 82c; No. 2, 80c. Hydrography—No. 1, 82c; No. 2, 80c. Cartography—No. 1, 82c; No. 2, 80c. Nautical Science—No. 1, 82c; No. 2, 80c. Naval Architecture—No. 1, 82c; No. 2, 80c. Shipbuilding—No. 1, 82c; No. 2, 80c. Ship Repairing—No. 1, 82c; No. 2, 80c. Ship Management—No. 1, 82c; No. 2, 80c. Ship Navigation—No. 1, 82c; No. 2, 80c. Ship Engineering—No. 1, 82c; No. 2, 80c. Ship Medicine—No. 1, 82c; No. 2, 80c. Ship Surgery—No. 1, 82c; No. 2, 80c. Ship Dentistry—No. 1, 82c; No. 2, 80c. Ship Optics—No. 1, 82c; No. 2, 80c. Ship Music—No. 1, 82c; No. 2, 80c. Ship Art—No. 1, 82c; No. 2, 80c. Ship Literature—No. 1, 82c; No. 2, 80c. Ship Science—No. 1, 82c; No. 2, 80c. Ship Religion—No. 1, 82c; No. 2, 80c. Ship Philosophy—No. 1, 82c; No. 2, 80c. Ship History—No. 1, 82c; No. 2, 80c. Ship Geography—No. 1, 82c; No. 2, 80c. Ship Politics—No. 1, 82c; No. 2, 80c. Ship Economics—No. 1, 82c; No. 2, 80c. Ship Social Science—No. 1, 82c; No. 2, 80c. Ship Education—No. 1, 82c; No. 2, 80c. Ship Psychology—No. 1, 82c; No. 2, 80c. Ship Anthropology—No. 1, 82c; No. 2, 80c. Ship Archaeology—No. 1, 82c; No. 2, 80c. Ship Paleontology—No. 1, 82c; No. 2, 80c. Ship Zoology—No. 1, 82c; No. 2, 80c. Ship Botany—No. 1, 82c; No. 2, 80c. Ship Geology—No. 1, 82c; No. 2, 80c. Ship Astronomy—No. 1, 82c; No. 2, 80c. Ship Meteorology—No. 1, 82c; No. 2, 80c. Ship Oceanography—No. 1, 82c; No. 2, 80c. Ship Hydrography—No. 1, 82c; No. 2, 80c. Ship Cartography—No. 1, 82c; No. 2, 80c. Ship Nautical Science—No. 1, 82c; No. 2, 80c. Ship Naval Architecture—No. 1, 82c; No. 2, 80c. Ship Shipbuilding—No. 1, 82c; No. 2, 80c. Ship Ship Repairing—No. 1, 82c; No. 2, 80c. Ship Ship Management—No. 1, 82c; No. 2, 80c. Ship Ship Navigation—No. 1, 82c; No. 2, 80c. Ship Ship Engineering—No. 1, 82c; No. 2, 80c. Ship Ship Medicine—No. 1, 82c; No. 2, 80c. Ship Ship Surgery—No. 1, 82c; No. 2, 80c. Ship Ship Dentistry—No. 1, 82c; No. 2, 80c. Ship Ship Optics—No. 1, 82c; No. 2, 80c. 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Ship Ship Ship Ship Economics—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Social Science—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Education—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Psychology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Anthropology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Archaeology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Paleontology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Zoology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Botany—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Geology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Astronomy—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Meteorology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Oceanography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Hydrography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Cartography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Nautical Science—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Naval Architecture—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Shipbuilding—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Repairing—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Management—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Navigation—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Engineering—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Medicine—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Surgery—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Dentistry—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Optics—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Music—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Art—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Literature—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Science—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Religion—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Philosophy—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship History—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Geography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Politics—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Economics—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Social Science—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Education—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Psychology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Anthropology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Archaeology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Paleontology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Zoology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Botany—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Geology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Astronomy—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Meteorology—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Oceanography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Hydrography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Cartography—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Nautical Science—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Naval Architecture—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Shipbuilding—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Ship Repairing—No. 1, 82c; No. 2, 80c. Ship Ship Ship Ship Ship Ship Management—No. 1