

SELJA TAKES FLOUR

Oriental Liner Will Clear Today for Hongkong.

OUTWARD CARGO IS SMALL

Regular Steamship Will Carry Only 25,000 Barrels of Breadstuff and Small Amount of Lumber.

With approximately 25,000 barrels of flour and 500,000 feet of Oregon timber, the steamship Selja, operating for the Portland & Asiatic Steamship Company, will clear this morning for Hongkong and Japanese ports. The Selja will leave down at noon and will proceed immediately to sea. She will be due at Yokohama about February 10. The Henrik Ibsen of the same line is due to arrive in Portland February 1 from the Orient.

The cargo of flour on the Selja is the first to be dispatched from this port since December 27, when the British steamship Knight, George sailed under charter to the Portland & Asiatic Company.

Wheat shipments for January consist of a single cargo, carried in the French bark Jean Bart. The French bark Sully and the French ship Andre Theodore have finished what cargoes. The former craft will clear this afternoon and the latter will not get away before Monday.

Today will see a cleaning up of a large amount of shipping in the river. Five coasting steamships will leave down and one vessel bound for the Orient. The Selja is the only off-shore craft to get away.

The coasting fleet will consist of the steamship Asuncion, Northland, Bowdoin, Alliance and P. S. Coy. With the exception of the Alliance, the craft are all bound for San Francisco. The Alliance goes to Coos Bay.

INSPECTOR LEAVES FOR COOS

Commander J. M. Elliott Will Proceed to Marshfield, Overland.

Commander J. M. Elliott, inspector of the Thirteenth Lighthouse District, will leave this evening for Coos Bay and Drain. Captain Elliott has issued orders for the Heather to proceed to Coos Bay as soon as the weather will permit. On the way to Marshfield the inspector will visit the light stations at Umpqua and Hecla Head.

ACCEPTS NEW POSITION

Captain W. S. Buchanan Will Take Charge of Open River Company.

Captain W. S. Buchanan, selected as superintendent of the Open River Transportation Company, has accepted the appointment and has assumed charge of the Open River Company February 1.

The steamer J. N. Teal was launched from the ways at the Portland shipyard yesterday afternoon. The craft had been undergoing extensive repairs. It is the intention to clear the vessel in service Tuesday morning. She will make three round trips a week.

Kansas City Sails for South.

Carrying 203 passengers and a good-sized cargo of general freight, the steamship Kansas City sailed yesterday afternoon for San Francisco. In the cabin the Kansas City carried 100 people. In spite of the heavy weather which has been prevailing outside, a fair passenger list is carried by the regular steamship line between San Francisco and Portland.

British Steamer Arrives.

ASTORIA, Or., Jan. 21.—(Special.)—The British steamship Falls of Orchy arrived this morning from San Francisco. She is under charter to load lumber and is under charter to load lumber for China. She was brought up by Captain Anderson, the vessel's pilot, who reports that no trace was seen of the missing oil tank steamer Washtenaw.

Marine Notes.

The steamship Catania, from San Francisco, is due to reach Astoria today. The steamship Alliance will sail for Coos Bay ports this evening with passengers and freight.

With a full cargo of lumber for San Francisco, the steamship Cascade sailed yesterday from St. Helens.

The steamship Nome City has moved down to Kalama to take a deckload of lumber for San Francisco. She will get away this evening.

The British steamship M. S. Dollar arrived at Lamton yesterday afternoon from Rainier. She is carrying a load of lumber at points on the river for Mel-bourn.

Arrivals and Departures.

PORTLAND, Jan. 21.—Arrived—Schooner Bismarck, from San Pedro; British steamer Falls of Orchy, from San Francisco; Steamship Kansas City, from San Francisco; Steamship Cascade, from St. Helens, for San Francisco.

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IRON DEMAND DIG

Situation in Most Lines Is Satisfactory.

DRY GOODS SALES IMPROVE

Shoe Manufacturers Consider the Outlook as Promising—Retail Trade Is Affected by the Unfavorable Weather.

NEW YORK, Jan. 21.—R. G. Dun & Co.'s weekly review of trade tomorrow will say: The disturbance in Wall street is apparently without effect on the iron and steel trade situation, which, measured by the best indicators, continues in a healthy and active condition.

A further perceptible broadening of demand for pig iron is noted at many trading centers, and in the matter of prices the situation generally is more satisfactory than during the past few weeks.

Irregularity is still apparent in finished goods, and there is a feeling that iron and steel are holding considerable new business, although car orders in the West are quite liberal and several large contracts are pending.

In the primary dry goods market, sales are improving and the break in cotton, although an unsettling feature, made no change in jobbing prices. Prices of cotton blankets and other napped goods of a staple character are operating freely at an advanced level.

In the woolen goods division, a sharp reduction was made on heavy serge, while the demand for fancy overcoatings is satisfactory. Supplementary Spring orders for foot-wear in the Boston market are fair in volume and manufacturers regard the outlook as promising. Freight prices are well maintained. The leather trade continues dull.

COLLECTION REPORTS ARE IRREGULAR

Much Money Tied Up in Grain Which Is in Transit.

NEW YORK, Jan. 21.—Bradstreet's tomorrow will say: Trade reports are of the usual midwinter character, reflecting widespread inclement weather, and also considerable unsettlement, due to commodity price fluctuations. Outdoor activities, such as building, are of course retarded and bad roads affect country trade.

Traveling men are now numerous on the road and good Spring orders are being received by jobbers, while reports as to future trade are still satisfactory. Retail trade is noted as a good deal of money is tied up in grain, which has been in transit for some time, as a result of traffic interruptions due to storms and to the fishermen's strike.

Finished steel is less active, demand from railroads being apparently held back, but pig iron is in better request.

Shoe manufacturers are still at work on Spring goods, and shipments are going forward in good volume.

Business failures in the United States for the week ending January 20 were 275, against 268 in 1909, 307 in the like week of 1908, 408 in 1907, 323 in 1906, 275 in 1905, 248 in 1904, 208 in 1903, 182 in 1902, 166 in 1901, 147 in 1900, 127 in 1899, 112 in 1898, 97 in 1897, 82 in 1896, 67 in 1895, 52 in 1894, 37 in 1893, 22 in 1892, 7 in 1891, 2 in 1890, 1 in 1889, 1 in 1888, 1 in 1887, 1 in 1886, 1 in 1885, 1 in 1884, 1 in 1883, 1 in 1882, 1 in 1881, 1 in 1880, 1 in 1879, 1 in 1878, 1 in 1877, 1 in 1876, 1 in 1875, 1 in 1874, 1 in 1873, 1 in 1872, 1 in 1871, 1 in 1870, 1 in 1869, 1 in 1868, 1 in 1867, 1 in 1866, 1 in 1865, 1 in 1864, 1 in 1863, 1 in 1862, 1 in 1861, 1 in 1860, 1 in 1859, 1 in 1858, 1 in 1857, 1 in 1856, 1 in 1855, 1 in 1854, 1 in 1853, 1 in 1852, 1 in 1851, 1 in 1850, 1 in 1849, 1 in 1848, 1 in 1847, 1 in 1846, 1 in 1845, 1 in 1844, 1 in 1843, 1 in 1842, 1 in 1841, 1 in 1840, 1 in 1839, 1 in 1838, 1 in 1837, 1 in 1836, 1 in 1835, 1 in 1834, 1 in 1833, 1 in 1832, 1 in 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