

# 5-MAST SCHOONER MARSTON ARRIVES

### Deep Sea Vessel Recalls Day When Portlanders Owned Ocean Fleet Outright.

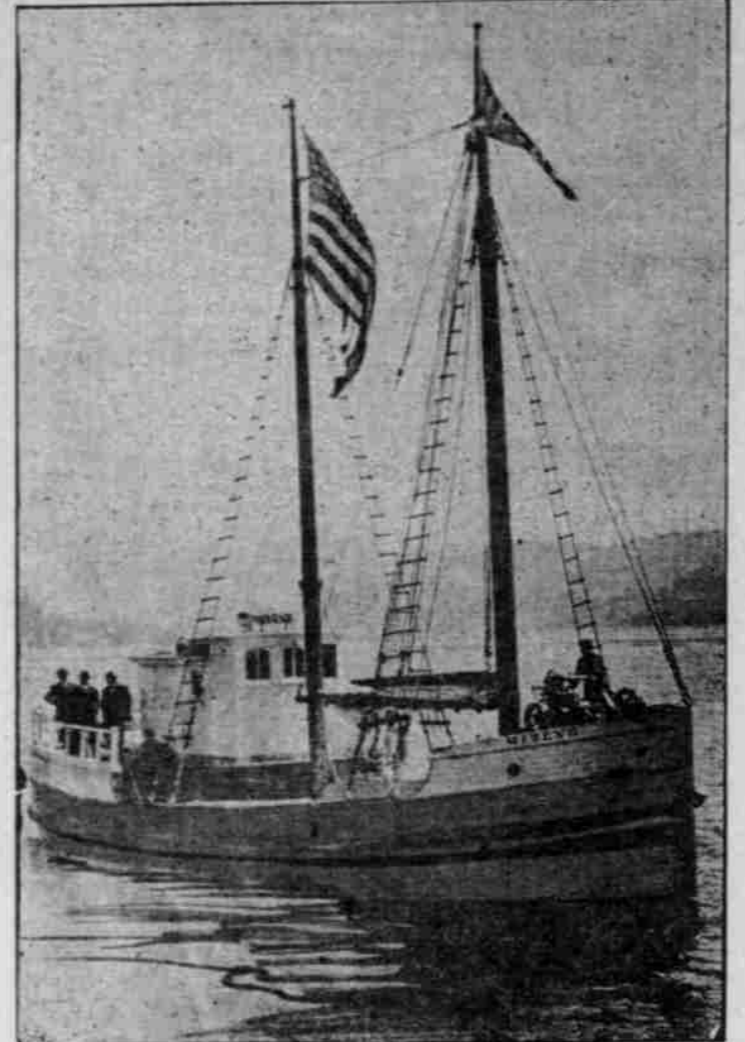
## CARGO GOES TO BALFOUR

#### Arrival Revives Charges From Overseas That Old-Time Interest in Maritime Affairs Is Lacking Among Business Interests.

In the arrival in the harbor yesterday from San Francisco of the five-masted schooner W. H. Marston, former days were recalled when Portlanders owned deep-sea vessels, but the Marston is the first to enter the harbor for many years. She belongs to the St. Johns Lumber Company interests and will begin loading lumber today for Valparaiso under charter to Balfour, Guthrie & Co.

One of the pioneer fleets of the Marston, built at Bath, Me., in 1891, was constructed in 1901 at San Francisco and is 219 feet long, has a beam of 42.5 feet and 17.5 feet depth of hold. She has a capacity of 1,400,000 feet of lumber.

# MOST MODERN AND BEST-EQUIPPED SEAGOING GASOLINE BOAT PREPARES FOR TRIP TO ALASKA.



### THE MIRNE.

MAIRSFIELD, Or., May 16.—(Special.)—The gasoline boat Mirne which was recently completed at the Kruse & Banks shipyard at North Bend and which has left Coos Bay for Portland, will make the trip to Alaska under her own power. The boat was built for the F. C. Barnes Cannery Company of Portland, and will be used as a cannery tender at the Alaska plant of that company. The little boat is 64 feet long and is fitted with gasoline engines, but is designed to hold her own in almost any sea. The Mirne is said to be the best built and equipped sea-going gasoline boat of the kind that has yet been put in use on this Coast. The Mirne was taken to Columbia River and from there will go to Puget Sound to take on a cargo of cannery supplies for Alaska. Gasoline sea-going boats of this type have been used out of Coos Bay in recent years quite extensively in the traffic with the smaller ports of Southern Oregon. During the past year or two a number of orders for similar boats have been received both from Portland and San Francisco.

# LINE IS BRANCHING OUT

## MAPLE LEAF TAKING LUMBER FOR BUENOS AYRES.

## Schooner Chartered to Load for Valparaiso at 60 Shillings, Highest Rate Recently Paid.

SAN FRANCISCO, May 17.—(Special.)—The British steamer Kentra, of the Maple Leaf line, now due at Vancouver with a cargo of steel from New York, will take a large consignment of lumber on the Sound for Buenos Ayres. In the past few months the W. R. Grace line has taken care of the entry of the Kentra is the first attempt of the Maple Leaf line to branch out into the trade of the east coast of South America.

The steam schooner Casco, which left here four days ago for Portland, has been chartered for a cargo of wheat to this port at \$2.50 a ton.

## STUDENTS HOLD THE BEAVER

## Captain Mason Brings Ship In as New Master, Succeeding Neilson.

Getting a tardy start from San Francisco, having sailed at 5 o'clock in the afternoon instead of 2 o'clock, because of the students of Berkeley and Stanford universities were accommodated, the steamer Beaver did not reach Alsworth dock until about 8 o'clock last night. She was reported to have been held at Nagasaki for Bubonic Plague Case.

## ORIENTAL SHIPS WATCHED

## Panama Maru Held at Nagasaki for Bubonic Plague Case.

Pumigation has not been ordered on vessels arriving from the Orient of late, but Harbormaster Speier has not relinquished his former order compelling rat guards to be hung on all lines and the fact that the Japanese steamer Panama Maru, of the Osaka Sosen Kaisha, has been quarantined at Nagasaki because one case of bubonic plague was found aboard, may result in special safeguards being enforced here again.

## ANOTHER STRATH IS COMING

## Vessel to Load Lumber for Calcutta or Australia.

Hind, High & Company have taken one of the Strath ships for lumber from Portland to Calcutta, with the option of Sydney, at 60 cents a ton to Australia, but the Calcutta rate was not announced. The same interests have taken a schooner, also unnamed, but which is bound to the Coast from over the Pacific, to load lumber for Valparaiso for orders at 40 shillings, the highest rate of the season for the same business.

# RAIL DEMAND BROAD

## Iron and Steel Trade Continues to Expand.

## NO LONGER HESITATION

## Larger Plants Are Operating Close to Capacity—Output of Iron on a Heavier Scale Than Ever Before.

## Wool Trade Indifferent in East

## Prices Paid in West Will Mean Higher Market Later.

## WEATHER RESTRICTS RETAIL TRADE

## Dealers' Stocks Are Not Burdensome and Lost Ground Will Be Regained.

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NEW YORK, May 17.—Bradstreet's bank clearings for the week ending May 16, aggregated \$2,462,945,000, an increase of \$1,462,945,000 over the week ending May 15, 1911, 219 in 1909 and 254 in 1908. Business figures in Canada for the week ending with Thursday number 17, which contrasts with 27 last week and with 19 in the week ending 1911. In the 46 weeks ending May 16, exports from the United States and Canada for the week ending May 16, aggregated 4,507,513 bushels ending May 16, against 4,507,513 bushels ending May 16, 1911, 219 in 1909 and 254 in 1908. Business figures in Canada for the week ending with Thursday number 17, which contrasts with 27 last week and with 19 in the week ending 1911. In the 46 weeks ending May 16, exports from the United States and Canada for the week ending May 16, aggregated 4,507,513 bushels ending May 16, against 4,507,513 bushels ending May 16, 1911, 219 in 1909 and 254 in 1908.

# PAVING CASES WRAIGLE

### Councilman Burgard Charges Effort to Keep Hassam Company Out.

## ENGINEER MAKES DENIAL

## Lowest Bidders Fail to Get Contracts by Order of City Attorney.

## Westrumite Favored by Property Owners.

Councilman Burgard yesterday, at a session of the street committee of the Council, charged that there seems to be an effort to keep the Hassam Paving Company from doing any of its pavement work. City Engineer Hurlbert emphatically denied the imputation. Mr. Burgard said that he proposed to vote for Hassam where the people wanted it and it was the lowest bid.

"I propose to do a little work for the people, too," remarked Mr. Burgard. "Some of the other members of the committee have been howling about working for the people a whole lot lately."

"I am very glad to see you fall into line," said Councilman Maguire.

"I have been in line right along," retorted Mr. Burgard. "I have been working for the people, but some of you have not, although you have been talking that way."

The proposed improvement which brought forth the caustic outburst was the paving of the streets between Ross and Westrum streets.

Another lively discussion at the committee session concerned proposed improvement of a number of streets in Kenton. In addition to four streets, the streets to which had already been awarded to Elwood Wiles for Westrumite pavement, S. L. Woodward, one of the residents of the district, represented the property owners, saying that they have been making fight for this improvement for 15 months and that they want the Westrumite road and nothing else.

"Best Pavement Demanded." "We have a considerable trouble investigating Westrumite pavement," said Mr. Woodward, "and we know that it is the best. While it is cheaper for the property owners, it is a pavement that costs the contractor more to lay than any of the others upon which bids have been submitted. We therefore demand that this material be laid soon."

I. N. Day, of the Independent Paving Company, challenged the statements of Mr. Woodward, saying that his bids for asphalt on some of the streets are lower than those for Westrumite and that it is not true that Westrumite is the best pavement or that it costs more to lay it. He charged that Westrumite is inferior and that the property owners will regret it if the Council orders the best pavement or that it costs more to lay it.

Councilman Baker, chairman of the street committee, asked Mr. Woodward if it were not true that Westrumite was the best pavement or that it costs more to lay it. He said that he had three times before they were satisfactory. The reply was that some of the work was laid twice, but is now satisfactory.

Mr. Burger said that his bids for asphalt on some of the streets are lower than those for Westrumite and that it is not true that Westrumite is the best pavement or that it costs more to lay it. He charged that Westrumite is inferior and that the property owners will regret it if the Council orders the best pavement or that it costs more to lay it.

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# Home-seekers! Excursion to Gresham SUNDAY, MAY 19th

## Subdivision Sale of the Famous CLEVELAND MEADOW ACRES

The garden spot of Powell Valley. Within and adjoining the city limits of the beautiful suburban home city of Gresham, with its graded schools, banks and churches, electric lights and Bull Run water. Just across the street from the Mt. Hood Railway depot. Five miles from Portland's city limits.

### Suburban Acre Tracts

1, 2, 3, 5 to 10 acres, all cleared and under cultivation, ready for planting. The richest garden land in Multnomah County. PRICES—\$600 to \$750 per acre, 10 per cent down and 2 per cent per month. Business lots opposite depot, 50x100. The future business center of this growing city. Prices, \$250 to \$350 per lot, 10 per cent down and 2 per cent per month.

First on the Ground Gets Choice of Tracts

SPECIAL EXCURSION TO GRESHAM, Mt. Hood Railway Sunday, May 19th. Round trip tickets 25 cents. Leaves Yamhill, between Second and Third streets, at 12:45 P. M., or take any car in city to Mt. Hood Railway depot for 1:30 P. M. train.

For plat of tract and full information—call or phone

# CLARK CANNON COMPANY

274 Oak and 80 Fourth streets, Board of Trade Building. Pacific Phone, Main 5407; Home, A 3252.

# RAIL DEMAND BROAD

Iron and Steel Trade Continues to Expand.

NO LONGER HESITATION

Larger Plants Are Operating Close to Capacity—Output of Iron on a Heavier Scale Than Ever Before.

Boston	160,740,000	12.1
Philadelphia	150,112,000	8.0
St. Louis	83,213,000	4.9
Kansas City	49,291,000	4.4
Pittsburgh	51,384,000	3.2
San Francisco	46,269,000	2.9
Baltimore	39,897,000	4.4
Cincinnati	19,253,000	3.2
Indianapolis	17,938,000	3.1
New Orleans	22,374,000	13.4
Detroit	22,151,000	7.4
Los Angeles	11,362,000	9.7
Omaha	18,817,000	3.4
Milwaukee	13,905,000	10.7
Washington	7,203,000	19.2
Atlanta	12,123,000	13.7
Portland	11,040,000	11.8
Salt Lake	12,457,000	3.4
St. Paul	11,804,000	12.9
Denver	8,905,000	15.3
Indianapolis	11,362,000	10.2
Providence	8,025,000	6.2
Richmond	7,690,000	8.8
St. Joseph	1,004,000	21.9
Memphis	4,039,000	25.1
Salt Lake City	7,203,000	38.9
Port Worth	4,751,000	19.7
Albany	4,039,000	25.1
Columbus	6,336,000	11.2
Hartford	4,039,000	25.1
Teledo	3,193,000	9.7
Nashville	4,039,000	25.1
New York	4,039,000	25.1
Spokane, Wash.	4,751,000	8.2
Duluth	2,776,000	23.3
Oakland, Cal.	1,800,000	5.8
San Diego	2,467,000	49.2
Sacramento, Cal.	1,783,000	24.7
Stockton, Cal.	753,000	16.3
Ogden, Utah	840,000	13.9
Boise, Idaho	1,004,000	19.2
Utah	181,000	5.3
Houston	35,015,000	37.8
Charlotte	19,016,000	37.8

# Wool Trade Indifferent in East

Prices Paid in West Will Mean Higher Market Later.

NEW YORK, May 17.—The wool market here will say of the wool market in the West at the moment that it has been indifferent except the demand near the close for low cross-bred or old territory wools of almost all grades, as well as a few of the best native, which has been in evidence. Only a little trading has been done in fleeces at unchanged rates.

403,034 pounds for the same period last year.
NEW YORK, May 17.—Standard copper, firm, but quiet. Spot, 15.00@16.00; May, 15.92 1/2@16.10; June, 16.00@16.12 1/2; July, 16.00@16.10; August, 15.92 1/2@16.17 1/2; September, 15.92 1/2@16.20; London, firm; spot, 174; futures, 174 1/2. Lat. fine copper, 15 1/2; electrolytic, 18 1/2@19; casting, 15 1/2@18 1/2. Arrivals at New York, 450 tons; exports so far this month are, 450 tons; Tin, quiet; spot, 46.25@46.00; May, 46.30@46.00; June, 46.40@46.00; July, 45.90@46.00; August, 45.90@46.00; September, 45.90@46.00; London, in steady; spot, 4712 1/2; futures, 4707 1/2. New York and London lead, 116.00. Smelter, steady, 48.00@49.00 New York and London, steady, 48.00@49.00 New York and London, 48.00@49.00. Antimony, quiet; Cookson's, 8.00. Iron, quiet; Cleveland warrants, 54c 1/2 bid in London. Locally iron was steady. No. 1 foundry Northern, 18.80@18.75; No. 1 Southern and do. soft, 15.50@15.75.

NEW YORK, May 17.—Coffee futures closed steady, not unchanged to 4 points lower. May, 15.40; June, 15.40; July, 15.40; August, 15.30; September, 15.30; October, 15.30; November, 15.30; December, 15.30; January, 15.30; February, 15.30; March, 15.30; April, 15.30. Coffee—Spot, quiet; Rio, No. 7, 14c; Santos, No. 4, 13c; M. J. and N. 12c; 14c; 15c; 16c; 17c; 18c; 19c; 20c; 21c; 22c; 23c; 24c; 25c; 26c; 27c; 28c; 29c; 30c; 31c; 32c; 33c; 34c; 35c; 36c; 37c; 38c; 39c; 40c; 41c; 42c; 43c; 44c; 45c; 46c; 47c; 48c; 49c; 50c; 51c; 52c; 53c; 54c; 55c; 56c; 57c; 58c; 59c; 60c; 61c; 62c; 63c; 64c; 65c; 66c; 67c; 68c; 69c; 70c; 71c; 72c; 73c; 74c; 75c; 76c; 77c; 78c; 79c; 80c; 81c; 82c; 83c; 84c; 85c; 86c; 87c; 88c; 89c; 90c; 91c; 92c; 93c; 94c; 95c; 96c; 97c; 98c; 99c; 100c.
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CHICAGO, May 17.—Cattle—Receipts, 1500; market, steady. Hogs, 400@425; Texas, 400@425; Western, 400@425. Sheep, 400@425; market, steady. Light, 400@425; mixed, 400@425; heavy, 400@425. Bulk of sales, 400@425. Sugar, 80 test, 3.17c. Refined sugar, steady.
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SAVANNAH, Ga., May 17.—Turpentine, firm
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