

EQUIMORRE AS ADDED TO THE FLEET

Vessels Built at Aberdeen Come Here for Machinery.

FOUR ALREADY FINISHED

Grant Smith-Porter Force Continues to Lead All Yards in Number of Launchings.

Portland is to add eight more hulls to the fleet of vessels fitted out for the Emergency Fleet Corporation, they being under construction or contract at the Aberdeen plant of the Grant Smith-Porter Ship Company, and will be towed to St. Johns property of the corporation for the installation of machinery.

The Fort of Portland Commission has agreed to furnish a tug for bringing the vessels to Astoria, and the movement to St. Johns they are to be handled by river towboats.

The original contract of the Aberdeen plant provided for the building of eight hulls, all of which were ordered brought here by the machinery and four of them have been finished and delivered to the Government.

June—Blitz, June 24; Waco, June 30; July—Kasota, July 3; Brandon, July 17; Bolton, July 24; August—August 4; Calusa, August 7; Dumora, August 25; Manada, August 31; September—Wazoo, September 4; Creston, September 10; Bosley, September 17; Kuwa, September 21; Young, September 28; October—Bancroft, October 3; Nahobot, October 14; Neolaha, October 23; Nopelia, October 31; November—Wihana, November 6; Tillamook, November 13; December—Morana, December 8; Itana, December 10; Lakota, December 16; Ailan, December 23; Medford, December 29; Kankakee, December 30; Kankakee (approximate) December 31.

STURDAY HOLIDAY MAY WIN

Labormen and Employers Seek to Solve Shipyard Situation.

Probabilities that the 44-hour week shipyard labor organizations have granted, and that they discharged at the plant of the Williamette shipyard yesterday Saturday, when they walked out at noon, will be given other employment, are results of a conference yesterday between shipyard representatives and a delegation from the Metal Trades Council and Columbia River District Maritime Council.

DOCK AGENT IS DESIGNATED

A. B. Seseonson Has Charge of East Side Terminal for Pacific Fleet.

Gradually the Pacific Steamship Company is augmenting its Portland force and extending its organization to the handling of the newly established coastwise service, as well as looking after vessels accepted from the Shipping Board, and the latest addition is the naming of A. B. Seseonson as dock agent at the East Washington-street terminal, where the company is handling its regular service.

DELA DAMAGE EXAGGERATED

Total Loss Not Expected to Exceed \$1500.

MARSHFIELD, Or., Dec. 24.—(Special.)—The gasoline schooner Dela, belonging to a company of merchants at Gold Beach, wrecked recently at Fort Ord, is not the heavy loss first reported. The damage done to the schooner and some of the cargo were salvaged after the breakers forced the Dela ashore, where resistance could be done at low tide. D. M. Moore, interested in the craft, declares the total loss will not be above \$1500. The cargo value was \$700, and this was almost entirely lost. However, the company claims to have purchased the schooner for an amount less than the value of the salvaged machinery and rigging. The present plans of the owning company is to have a new hull constructed on larger and better lines and resume business some time during 1919.

COAST FORCE HAS DINNER

Programme Topped With Gift to Nurse of Purse and \$125.

There were 794 workers at the Gibbs-street plant of the Coast Shipbuilding company who sat down to a Christmas dinner at noon yesterday as guests of the yard management. There were 400 pounds of the National bird served, and with the piece de resistance were the customary "trimmings," and it was unanimously voted just about the most satisfying event that could have been arranged. It was the second Christmas

dinner at the plant, and from 12 o'clock until 1:30 there was not even a thought of work. The Coast band was on deck and added to the regular dining-room staff were girl volunteers from the Lincoln High School to assist in serving.

HEAD WEATHER HOLDS SHIPS

Coastwise Fleet Loses Time Bound from California Climes.

Crisp weather conditions of the past few days that some of the landmen have complained of also struck seafarers as not of the most likable sort, for it was not until yesterday that an asterisk held forth, the movement previous to that being from the north and northwest, serving to rumple the sea and detain steamers.

Charles Marchant, Exchange yesterday it was said that the steamer Flavel, which reported in the river at 2:30 o'clock in the afternoon, had been on the way from the Golden Gate since December 17 and the John Poulson, which discharged yesterday at 4 o'clock, had left for the night for Westport, was 48 hours behind its customary time, while the Tiverton was seven days from San Diego. The tanker Geo. F. Loomis, bound from San Francisco for Coos Bay, was due Sunday and had not reported up to noon yesterday.

Half Holiday Unpopular.

MARSHFIELD, Or., Dec. 24.—(Special.)—The weekly half holiday on Saturdays was introduced at the Coos Bay Shipbuilding Company yard, December 23, but it is not popular with the majority of unionists. The men who are receiving high wages say the lay-off does not assist any who are out of employment, and that none relishes the idea of losing the half day's pay.

Marine Notes.

Paul H. Thompson, who transferred from the Portland yard of the Foundation Company to its Victoria plant as superintendent last month, is in the city to spend Christmas. Mr. Thompson, when he was in the local yard yesterday was a special edition of "The Young Dip" on the weekly, on the cover of which was Mr. Thompson's picture, along with others who have had success in the success of the property here. The last ship, the Solosna, was delivered yesterday and will be clear for the steel shipbuilding plant in a few days.

Charles W. Teabutt, erstwhile Portland newspaperman and Oregon manager for the National service section of the Emergency Fleet Corporation, was yesterday at the latter headquarters here yesterday, being on leave from Camp Lewis for the holidays. He will be away for the rest of the Army next month.

L. Wentworth, supervisor of wood ship construction at the Portland yard, returned home last night from Chicago and will be in town for the next two weeks ago.

In connection with preliminary steps for the settlement of claims of the wood shipbuilders against the Government for late contracts ordered canceled, W. H. Ainslie, assistant superintendent of ship construction here, is expected to leave early in January for the East.

A. E. Saunders, technical assistant to Guy M. Standifer, president of the U. M. Standifer Construction Corporation, is here for Philadelphia to take up new duties with the company of shipping.

At the annual banquet at the Hotel Portland Monday night by officials and delegates of the Maritime Council, Roy Groves, formerly in the dredging department of the Port of Portland and now superintendent of the Westport wharves for the holiday period.

Plans are under way for launching another edition of the "Young Dip" at the building company tomorrow. On that being there will be two hulls remaining on the ways.

Since the time of the formation of the Shipbuilding Union, the company has been in the habit of ordering all steamers of the towing line into port for the principal holidays, and yesterday the flag came steaming to the Davis-street dock from the lower river, and will be in the water until tomorrow, unless an emergency arises.

Pacific Coast Shipping Notes.

SAN FRANCISCO, Cal., Dec. 24.—(Special.)—Each of the several hundred employees of the Pacific Steamship Company was re-arranged in the city today, and a Christmas reminder card was presented with a big fat turkey, with a personal compliment from the president, J. P. Alexander. The special representatives, who are now here, are expected to be here for a few days through cold storage from this country some time ago.

The steamer Santa Rosa, Captain J. H. Frank, sailed for Sydney via Honolulu and Pago Pago at 10 o'clock today. The steamer is carrying 200 passengers and more than 200 tons of mail. The bags totaled more than 10,000, and the steamer is carrying the biggest consignments of mail ever loaded on a steamer from this port. The steamer is expected to return to Portland at 10 o'clock today.

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GRAINED GOODS TRADE WATCHES SITUATION

Some Quarters Are Apprehensive of Future.

WEAKNESS IN SOME LINES

Tomatoes and Salmon Are Unsatisfactory Features—No Surplus Feared by Others.

The grained goods trade is watching market developments closely. In some quarters the belief prevails that the situation will work itself out satisfactorily, but elsewhere the feeling is one of pessimism. The cause, for instance, the tomato market is showing considerable weakness just now there is a disposition to regard the whole market with apprehension. There have been some other manifestations that have not been conducive to adding courage to those who may need it. There have been some offerings of 100,000 pounds of tomatoes at the opening prices that have not aroused the enthusiasm of buyers and there are some standard grades of California peaches that are held so high that retailers say they cannot sell them at a profit.

But the more courageous element look at the market differently. As the tomatoes, everyone knew they were likely to develop weakness because of the enormous pack and the fact that a portion of the crop has been killed off. As to salmon, there is the fullness of the holiday season to be taken into consideration, the conservatism of the trade in view of present holdings, and the uncertainty in regard to export possibilities. As to fruit, with no license regulations to hinder them, the tendency of holders has been rather to crowd on all the traffic would bear.

Taking the season as a whole on a tonnage proposition, however, the trade feels there is no cause for apprehension from the standpoint of a surplus of supplies.

WEAKNESS IN EASTERN BULK OATS

Other Grains Are About Steady at Local Exchange.

Buyers and sellers were not close enough yesterday to allow any business to be done at the Exchange. Eastern oats, the weak feature, bids being 30c-\$1.00 under those of Monday. Corn and barley offerings were few, and lower to 50 cents higher than the day before.

Reports from Waterville and Ritzville, Wash., and Moscow, Idaho, say snow has fallen to an average depth of three inches. The general opinion is that it will remain on the ground until Spring, forming a blanket for winter wheat.

Broomhairs Argentine says that exporters of wheat are not interested in the market at the moment. Wheat harvest is progressing. A cable from Liverpool says that the arrival of breadstuffs in that country continues on a liberal scale and that it is largely wheat. Altogether there have been more four cargoes than formerly, as much of this commodity wanted for immediate use.

Terminal receipts in cars, were reported by the Merchants Exchange as follows: Wheat Barley Flour Oats Hay

Portland—Wheat 28 12 3 28
Barley 1 5 5 2
Season to date—5559 759 1442 543 2105
Tacoma—Wheat 150 479 33 1108
Monday—Wheat 72 1 1 1
Season to date—3735 18 1 116 808
Seattle—Wheat 53 1 1 1
Monday—Wheat 2 2 2 2
Season to date—3321 48 844 445 1796
Year ago—3248 188 595 739 2111

TURKEY MARKET STRONG AT FINISH

Small Receipts Clean Up Quickly at Extreme Prices.

Not many turkeys were received on Front street yesterday and under ordinary circumstances not many would be wanted the day before a holiday, but the few that came in were taken up quickly and more could have been handled. The last shipments sold at 20¢-35¢, as was the case Monday afternoon. Live poultry was in small supply and also cleaned up at firm prices.

Reg trade dragged with the coffee covering round to cents for ordinary canded. All signs point to a steady decline from now on, though adverse weather conditions may alter some of the effects.

Cuba butter sales were small and the market was reported weak with 60 cents the top an extra.

HOLIDAY VEGETABLES IN DEMAND

Quiet Potato Markets Reported in Shipping Sections.

There was a close clean-up of most lines of fresh fruits and vegetables, particularly during the holiday season. The demand continued to run to the cheaper grades.

Potatoes were steady with well sorted Burbanks bringing \$1.75-2.00 and poorer grades down to \$1.00. The total demand ranged from \$2.00 to \$2.10 and Washington, where the market is the best, the buyers have had a holiday tone in the producing sections.

Onions from Oregon and Washington yellow onions brought \$1.75 and Australian Browns \$1.00-1.25. The market for mixed California vegetables are about due.

Bank Clearings. Bank clearings of the Northwestern cities yesterday were as follows: Portland—\$42,343 \$49,131
Tacoma—\$75,619 \$71,714
Spokane—\$1,225,689 \$796,242

STAPLE GROCERIES

Local Jobbing quotations: Sugar—Sack bulk Fruit and berry, 30.50; best, 32.25; extra C, 34.15; powdered in barrels, \$18.00; 50 lb. barrel, 30.00.

Local Jobbing quotations: Beans—Jobbing prices: White, 9 1/2; 10 lb. barrel, 75¢; 25 lb. barrel, 25¢. Coffee—Roasted, in drums, 25¢. DRY SALT—Short, clear backs, 25¢.

Local Jobbing quotations: HAMS—All sizes, choice, 40¢-45¢; standard, 35¢-40¢; skinned, none; picnic, 25¢. LARD—Tierce bulk standard, pure, 25¢; 50 lb. cask, 25¢.

Local Jobbing quotations: RICE—Paddy, 50¢-55¢; standard, 49¢; 52¢; choice, 30¢-40¢. DRY SALT—Short, clear backs, 25¢.

Local Jobbing quotations: HIDES—No. 1 salting, 30 pounds and up, 14¢; No. 2 salting, 30 pounds and up, 11¢; No. 3 salting, 30 pounds and up, 10¢; No. 1 green, 50 pounds and up, 11¢; No. 2 green, 50 pounds and up, 10¢; No. 1 green, 50 pounds and up, 10¢; No. 2 green, 50 pounds and up, 9¢; No. 1 green, 50 pounds and up, 8¢; No. 2 green, 50 pounds and up, 7¢; No. 1 green, 50 pounds and up, 6¢; No. 2 green, 50 pounds and up, 5¢; No. 1 green, 50 pounds and up, 4¢; No. 2 green, 50 pounds and up, 3¢; No. 1 green, 50 pounds and up, 2¢; No. 2 green, 50 pounds and up, 1¢.

Local Jobbing quotations: HOPE, Wool, Mohair, Etc. HOPE—Oregon, 1918 crop, 50¢ per pound. MOHAIR—New Zealand, 1918 crop, 50¢ per pound. WOOL—New Zealand, 1918 crop, 50¢ per pound.

Local Jobbing quotations: TALLOW—No. 1, 10¢ per pound; No. 2, 9¢ per pound; No. 3, 8¢ per pound.

FIRM MARKET AT YARDS

GOOD DEMAND FOR ALL KINDS OF LOVESTOCK.

Cattle Are Moved at Full Prices. Liberal Buying of Hogs—Receipts Are Light.

There was a fairly active market at the stockyards yesterday. Only six loads were carried over from Monday. The tone of the market was firm throughout. Full prices were paid for all kinds of livestock.

Receipts were 142 cattle, 365 hogs and 39 sheep. The day's sales were as follows: Cows, 1915-1916 steers, 1240 10.00; 1917-1918 steers, 1185 9.50; 1919-1920 steers, 1185 9.50; 1921-1922 steers, 1185 9.50; 1923-1924 steers, 1185 9.50; 1925-1926 steers, 1185 9.50; 1927-1928 steers, 1185 9.50; 1929-1930 steers, 1185 9.50; 1931-1932 steers, 1185 9.50; 1933-1934 steers, 1185 9.50; 1935-1936 steers, 1185 9.50; 1937-1938 steers, 1185 9.50; 1939-1940 steers, 1185 9.50; 1941-1942 steers, 1185 9.50; 1943-1944 steers, 1185 9.50; 1945-1946 steers, 1185 9.50; 1947-1948 steers, 1185 9.50; 1949-1950 steers, 1185 9.50; 1951-1952 steers, 1185 9.50; 1953-1954 steers, 1185 9.50; 1955-1956 steers, 1185 9.50; 1957-1958 steers, 1185 9.50; 1959-1960 steers, 1185 9.50; 1961-1962 steers, 1185 9.50; 1963-1964 steers, 1185 9.50; 1965-1966 steers, 1185 9.50; 1967-1968 steers, 1185 9.50; 1969-1970 steers, 1185 9.50; 1971-1972 steers, 1185 9.50; 1973-1974 steers, 1185 9.50; 1975-1976 steers, 1185 9.50; 1977-1978 steers, 1185 9.50; 1979-1980 steers, 1185 9.50; 1981-1982 steers, 1185 9.50; 1983-1984 steers, 1185 9.50; 1985-1986 steers, 1185 9.50; 1987-1988 steers, 1185 9.50; 1989-1990 steers, 1185 9.50; 1991-1992 steers, 1185 9.50; 1993-1994 steers, 1185 9.50; 1995-1996 steers, 1185 9.50; 1997-1998 steers, 1185 9.50; 1999-2000 steers, 1185 9.50; 2001-2002 steers, 1185 9.50; 2003-2004 steers, 1185 9.50; 2005-2006 steers, 1185 9.50; 2007-2008 steers, 1185 9.50; 2009-2010 steers, 1185 9.50; 2011-2012 steers, 1185 9.50; 2013-2014 steers, 1185 9.50; 2015-2016 steers, 1185 9.50; 2017-2018 steers, 1185 9.50; 2019-2020 steers, 1185 9.50; 2021-2022 steers, 1185 9.50; 2023-2024 steers, 1185 9.50; 2025-2026 steers, 1185 9.50; 2027-2028 steers, 1185 9.50; 2029-2030 steers, 1185 9.50; 2031-2032 steers, 1185 9.50; 2033-2034 steers, 1185 9.50; 2035-2036 steers, 1185 9.50; 2037-2038 steers, 1185 9.50; 2039-2040 steers, 1185 9.50; 2041-2042 steers, 1185 9.50; 2043-2044 steers, 1185 9.50; 2045-2046 steers, 1185 9.50; 2047-2048 steers, 1185 9.50; 2049-2050 steers, 1185 9.50; 2051-2052 steers, 1185 9.50; 2053-2054 steers, 1185 9.50; 2055-2056 steers, 1185 9.50; 2057-2058 steers, 1185 9.50; 2059-2060 steers, 1185 9.50; 2061-2062 steers, 1185 9.50; 2063-2064 steers, 1185 9.50; 2065-2066 steers, 1185 9.50; 2067-2068 steers, 1185 9.50; 2069-2070 steers, 1185 9.50; 2071-2072 steers, 1185 9.50; 2073-2074 steers, 1185 9.50; 2075-2076 steers, 1185 9.50; 2077-2078 steers, 1185 9.50; 2079-2080 steers, 1185 9.50; 2081-2082 steers, 1185 9.50; 2083-2084 steers, 1185 9.50; 2085-2086 steers, 1185 9.50; 2087-2088 steers, 1185 9.50; 2089-2090 steers, 1185 9.50; 2091-2092 steers, 1185 9.50; 2093-2094 steers, 1185 9.50; 2095-2096 steers, 1185 9.50; 2097-2098 steers, 1185 9.50; 2099-2100 steers, 1185 9.50; 2101-2102 steers, 1185 9.50; 2103-2104 steers, 1185 9.50; 2105-2106 steers, 1185 9.50; 2107-2108 steers, 1185 9.50; 2109-2110 steers, 1185 9.50; 2111-2112 steers, 1185 9.50; 2113-2114 steers, 1185 9.50; 2115-2116 steers, 1185 9.50; 2117-2118 steers, 1185 9.50; 2119-2120 steers, 1185 9.50; 2121-2122 steers, 1185 9.50; 2123-2124 steers, 1185 9.50; 2125-2126 steers, 1185 9.50; 2127-2128 steers, 1185 9.50; 2129-2130 steers, 1185 9.50; 2131-2132 steers, 1185 9.50; 2133-2134 steers, 1185 9.50; 2135-2136 steers, 1185 9.50; 2137-2138 steers, 1185 9.50; 2139-2140 steers, 1185 9.50; 2141-2142 steers, 1185 9.50; 2143-2144 steers, 1185 9.50; 2145-2146 steers, 1185 9.50; 2147-2148 steers, 1185 9.50; 2149-2150 steers, 1185 9.50; 2151-2152 steers, 1185 9.50; 2153-2154 steers, 1185 9.50; 2155-2156 steers, 1185 9.50; 2157-2158 steers, 1185 9.50; 2159-2160 steers, 1185 9.50; 2161-2162 steers, 1185 9.50; 2163-2164 steers, 1185 9.50; 2165-2166 steers, 1185 9.50; 2167-2168 steers, 1185 9.50; 2169-2170 steers, 1185 9.50; 2171-2172 steers, 1185 9.50; 2173-2174 steers, 1185 9.50; 2175-2176 steers, 1185 9.50; 2177-2178 steers, 1185 9.50; 2179-2180 steers, 1185 9.50; 2181-2182 steers, 1185 9.50; 2183-2184 steers, 1185 9.50; 2185-2186 steers, 1185 9.50; 2187-2188 steers, 1185 9.50; 2189-2190 steers, 1185 9.50; 2191-2192 steers, 1185 9.50; 2193-2194 steers, 1185 9.50; 2195-2196 steers, 1185 9.50; 2197-2198 steers, 1185 9.50; 2199-2200 steers, 1185 9.50; 2201-2202 steers, 1185 9.50; 2203-2204 steers, 1185 9.50; 2205-2206 steers, 1185 9.50; 2207-2208 steers, 1185 9.50; 2209-2210 steers, 1185 9.50; 2211-2212 steers, 1185 9.50; 2213-2214 steers, 1185 9.50; 2215-2216 steers, 1185 9.50; 2217-2218 steers, 1185 9.50; 2219-2220 steers, 1185 9.50; 2221-2222 steers, 1185 9.50; 2223-2224 steers, 1185 9.50; 2225-2226 steers, 1185 9.50; 2227-2228 steers, 1185 9.50; 2229-2230 steers, 1185 9.50; 2231-2232 steers, 1185 9.50; 2233-2234 steers, 1185 9.50; 2235-2236 steers, 1185 9.50; 2237-2238 steers, 1185 9.50; 2239-2240 steers, 1185 9.50; 2241-2242 steers, 1185 9.50; 2243-2244 steers, 1185 9.50; 2245-2246 steers, 1185 9.50; 2247-2248 steers, 1185 9.50; 2249-2250 steers, 1185 9.50; 2251-2252 steers, 1185 9.50; 2253-2254 steers, 1185 9.50; 2255-2256 steers, 1185 9.50; 2257-2258 steers, 1185 9.50; 2259-2260 steers, 1185 9.50; 2261-2262 steers, 1185 9.50; 2263-2264 steers, 1185 9.50; 2265-2266 steers, 1185 9.50; 2267-2268 steers, 1185 9.50; 2269-2270 steers, 1185 9.50; 2271-2272 steers, 1185 9.50; 2273-2274 steers, 1185 9.50; 2275-2276 steers, 1185 9.50; 2277-2278 steers, 1185 9.50; 2279-2280 steers, 1185 9.50; 2281-2282 steers, 1185 9.50; 2283-2284 steers, 1185 9.50; 2285-2286 steers, 1185 9.50; 2287-2288 steers, 1185 9.50; 2289-2290 steers, 1185 9.50; 2291-2292 steers, 1185 9.50; 2293-2294 steers, 1185 9.50; 2295-2296 steers, 1185 9.50; 2297-2298 steers, 1185 9.50; 2299-2300 steers, 1185 9.50; 2301-2302 steers, 1185 9.50; 2303-2304 steers, 1185 9.50; 2305-2306 steers, 1185 9.50; 2307-2308 steers, 1185 9.50; 2309-2310 steers, 1185 9.50; 2311-2312 steers, 1185 9.50; 2313-2314 steers, 1185 9.50; 2315-2316 steers, 1185 9.50; 2317-2318 steers, 1185 9.50; 2319-2320 steers, 1185 9.50; 2321-2322 steers, 1185 9.50; 2323-2324 steers, 1185 9.50; 2325-2326 steers, 1185 9.50; 2327-2328 steers, 1185 9.50; 2329-2330 steers, 1185 9.50; 2331-2332 steers, 1185 9.50; 2333-2334 steers, 1185 9.50; 2335-2336 steers, 1185 9.50; 2337-2338 steers, 1185 9.50; 2339-2340 steers, 1185 9.50; 2341-2342 steers, 1185 9.50; 2343-2344 steers, 1185 9.50; 2345-2346 steers, 1185 9.50; 2347-2348 steers, 1185 9.50; 2349-2350 steers, 1185 9.50; 2351-2352 steers, 1185 9.50; 2353-2354 steers, 1185 9.50; 2355-2356 steers, 1185 9.50; 2357-2358 steers, 1185 9.50; 2359-2360 steers, 1185 9.50; 2361-23