

MORE FREIGHT, CALL OF STEAMSHIP LINE

Portland Cargoes Not Large Enough Yet, Is Report.

REGULAR SAILINGS IS AIM

Local Shippers Must Make Fresh Efforts if Permanent Lines Are to Be Secured Here.

With the closer approach of the date that is to determine whether or not Portland is to have a steamship service direct to Europe, shippers of this city are being stimulated to great efforts to provide cargoes for vessels outward-bound.

The steamer Elbeck, the first of a line of vessels which the Columbia Pacific Shipping company will operate for Williams, Diamond & Co., will be in port early in August. If a sufficient cargo is secured for this vessel, which is bound for London and Liverpool, another steel freighter will be brought here soon after she leaves.

Upon the showing made by Portland shippers with the Elbeck, according to C. C. Stubbs, general manager of the Columbia Pacific Shipping company, will depend the frequency of future sailings from Portland to European ports.

Mr. Stubbs said yesterday that although a quantity of freight has been booked for the Elbeck, there is still considerable room. A good order of box shooks, he said, would balance the cargo.

Not enough reservations have yet been made by Portland shippers for Australia and New Zealand on the promised steamship line to assure the coming of the Australian vessels to this port, according to Mr. Stubbs, secretary of the foreign trade bureau of the Portland Chamber of Commerce.

It was announced through the Chamber of Commerce last week that a permanent steamship line to the Antipodes would be established with Portland as a port of call. In the event of a cargo of outward and inward-bound freight could be promised every month.

Mr. Stubbs has been sending to Portland shippers a questionnaire asking what shipments must be made to Australia and New Zealand, and what products from those countries may be secured in this harbor. In this regard, good results have been obtained, he said, in securing freight for the promised ships, but there is need for still closer co-operation on the part of shippers to assure the coming of this line to Portland.

Portland shippers have placed a satisfactory tonnage aboard the new steamer Meriden, built by the Albina Engine & Machine works, which started loading in this harbor yesterday for her maiden voyage to Honolulu.

The fourth vessel of the Matson line to the Hawaiian Islands operated from Portland by the Columbia Pacific Shipping company. The Meriden is expected to leave today.

CAPTAIN DENIES COLLISION

Charges Made in East Mysterify Master of Frank H. Buck.

The mystery surrounding a collision in New York harbor is expected to be cleared up in a few days when the oil tanker Frank H. Buck, well known to this port, docks in San Francisco, whither she is bound from Honolulu.

On the Buck's last visit to San Francisco she was boarded by a deputy United States marshal who refused to let the vessel depart until sufficient bond had been given to cover damages to a Standard Oil vessel, inflicted in a collision in New York harbor during the war.

The captain of the Buck declared that the only collision he had had was with a submarine in the Atlantic, which he sent to the bottom by a single shot. He put up bond, however, and was allowed to leave port. The facts regarding the alleged collision are expected to be cleared out upon his arrival in San Francisco.

SIX VESSELS TO CARRY WHEAT

Loading of 1919 Crop for European Points to Start August 1.

The departure from this port of six vessels, all now in the river or due to arrive soon, will complete the movement of the 1919 grain crop through Portland to Europe. It was announced yesterday in the offices of the grain corporation.

The three vessels in port which will take part in this movement are the Tripp, Vaban and West. The departure from this port of six vessels, all now in the river or due to arrive soon, will complete the movement of the 1919 grain crop through Portland to Europe.

COAXET WILL DEPART TODAY

Steel Steamer's Departure for Orient Delayed Over Night.

The 2500-ton steel steamer Coaxet of the Pacific Steamship company, the largest vessel yet to be dispatched from Portland to the Orient, will sail today. The big freighter, on fuel oil, left yesterday and was expected to leave last night, but the departure was postponed. Her itinerary includes Yokohama, Shanghai and Hongkong.

COOS BAR SHOWS 27 FEET.

MARSHFIELD, Or., July 28.—(Special.)—The Coos bay bar, which showed but 18 feet at one time during the past spring, has been deepened by the government dredge Col. P. S. Michie and soundings now show a depth of 27 feet at low water. The dredge has been occupied here since early in May, but operations have been much retarded by stormy weather and rough water. It is expected the depth will be between 30 and 33 feet before the Michie finishes in the fall and leaves the work when stormy weather intervenes.

Steamer Runs Aground.

PORT TOWNSEND, Wash., July 28.—A denze for the little steamer Pudget was ashore early today on Sierman Spit, en route to Seattle. The vessel engaged damage and was floated at high tide, returning here for repairs.

Nome City Is Delayed.

The schooner Nome City, scheduled to leave for Kalama yesterday to finish loading her lumber cargo, was delayed last night and will get away this morn-

ing. She belongs to the Charles Nelson company and is the second vessel of this line to come to Portland. She will carry 900,000 feet of lumber to San Francisco.

Loading Work Resumed.

Loading was resumed yesterday on two Portland-built lumber carriers, the Box Bute of the Pacific Steamship company and the Alken of the Columbia Pacific Shipping company, which have been delayed at Grays Harbor for several days by the strike of longshoremen.

Lumber Carrier Chartered.

The Norwegian ship Semmelind, built on Puget Sound, has been chartered by the Comyn McCall company, and is expected in port in a few days to load lumber. The steamer H. C. Hansen, operated by the same company, is due in this port in August.

Marine Notes.

The steam schooner Wapama left last night for St. Helena with a cargo of lumber.

The lumber schooner Klamath sailed from Westport yesterday.

The steamer Daidamia was shifted yesterday from the drydock to the Pacific Marine Iron Works dock.

The shipping committee of the Portland chamber of commerce has adjourned to adjourn to tomorrow afternoon without taking any action.

Pacific Coast Shipping Notes.

ASTORIA, Or., July 28.—(Special.)—With freight and passengers from Portland, the steamer Rose City sailed at 10 o'clock last night for San Francisco.

The barkentine Retriever, which started today for Grays Harbor, was forced to anchor in the harbor as a result of the heavy fog outside.

After discharging fuel oil in Astoria and Portland, the steamer Drake, with cargo 93 in tow, sailed for Westport yesterday.

The steamer Deer Lodge, grain-laden from Portland, which sailed yesterday on a 12-hour run, was delayed outside by the fog. She returned today and later sailed for Westport.

A hull from the McEachern yards sailed for Oregon slough, where she will be tied up. The steamer Rose finished loading lumber at Knappton yesterday. She took on fuel oil here and sailed for San Francisco.

Repairs to the hose pipes and machinery of the steamer Alken, both lumber-laden for England, are in progress. It is expected the vessel will be ready to sail tomorrow.

The tank steamer Wm. P. Herrin is due to arrive tomorrow from Victoria with a cargo of fuel oil for Portland.

The Japanese steamer Atsugawa Maru is expected to arrive tomorrow and sail for the Orient Wednesday.

The steamer Klamath, with lumber from Wauna, came down tonight and will be in port tomorrow for San Pedro via San Francisco.

ABERDEEN, Wash., July 28.—(Special.)

The Grays Harbor longshoremen's strike in this harbor is practically over. All ships in Aberdeen and all but two in Hoquiam are in process of loading this morning.

The only idle vessel in Aberdeen was the Makawid, which started loading today in Hoquiam. In Daisy and Raymond were loading with full crews, but the two smaller steamers were not loading.

Crews were expected for them tomorrow.

The steamer Daisy Gadsby arrived from California and is loading at the Aberdeen Lumber & Shingle company plant.

COOS BAY, Or., July 28.—(Special.)

The steam schooner Australia, with her first cargo of lumber from this port, put to sea for the south Sunday, but when north of the mouth of the Coos bay, the vessel was helpless when the C. A. Smith, on route from San Francisco to Coos Bay, secured a line from the central tower, her bark to Coos Bay. The schooner arrived Sunday night. The vessel prevented the draft from entering last night, but the C. A. Smith brought her in safely today and she was anchored in the lower bay. The central tower will be in port several days for repairs.

SAN FRANCISCO, July 28.—(Special.)

The Pacific Mail steamship company announced today that the steamship San Juan, scheduled to sail for Honolulu via ports of Mexico and Central America, August 2, will not leave port until August 9.

The Pacific Steamship company's steamer Adair, which has been chartered by the Gulf Mail line and will load cargo for the lower coast.

The Pacific brokers announce that there are practically no cargoes being closed recently. The only cargoes being closed are of lumber from ports of Puget sound and the Columbia river.

John W. Wells, recently purchased from the McCormick line by the Gulf Mail line, is under charter to take a cargo of lumber from the lower coast to Victoria, B. C. This is the largest freight steamer ever fitted out for the transportation of nearly 6000 tons. The vessel sailed from Melbourne for this port April 27.

WASH., July 28.—(Special.)

Another extra carrier, the operating department of the United States shipping board, is being assigned to the coastwise steamship West Islip to Strathers & Dixon.

The vessel will be in the lower bay, which will begin loading shortly before the middle of August. The West Islip is a product of the United Shipbuilding company, and will be completed and delivered to the shipping board in the first part of August.

With the first extra carrier secured in September, the new \$3,000,000 Holtz Mail Steamship corporation of San Francisco, which operates Puget sound in its service to and from the west coast of Central and South America, is expected to start operations in the latter part of the month.

The corporation appointed the Seattle branch of H. H. Hoop & Co. as its general agent in this city.

TACOMA, Wash., July 28.—(Special.)

Work was commenced here this morning under the direction of J. H. Doucet, representative of the Tacoma and Puget Sound maritime plant of the Foundation shipyard No. 4, which is the hope of local shipbuilders that this plant would resume operations. This plant turned out 20 auxiliary 2500-ton warships here, approximately \$13,000,000 in yard and vessel turned out. On account of the failure of the Tacoma and Puget Sound corporation from the emergency first corporation, the Tacoma plant is now being built by the Tacoma Shipbuilding Co., which is to be constructed.

The Hilda Thompson and the barge Franklin, due to leave for Alaska, Alaska, the vessels brought full loads of white oil, which was reported to be thick along the Alaska coast now by officers of the vessels.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

BAL SECOUR, Seattle for Baltimore, 230 miles from Seattle.

ARMORE, Talara for Vancouver, 500 miles from Seattle.

CLAMATH, Portland for San Francisco, 10 miles from the Columbia river.

ALANSON, Richmond for Aberdeen, 60 miles south of Grays Harbor.

WHEELER, Richmond for Point Wells, 275 miles from Point Wells.

ROSE CITY, Portland for San Francisco, 200 miles north of Grays Harbor.

FRED BAXTER, Vancouver for San Pedro, 45 miles from the Columbia river.

MULTNOMAH, St. Helena for San Francisco, 10 miles south of Blinn's Reef.

COL. E. I. DRAKE, towing barge 95, Portland for St. Helena, 112 miles north of Grays Harbor.

RAINFIER, Seattle for San Francisco, 355 miles from San Francisco.

QUEEN, Seattle for San Francisco, 45 miles north of Cape Blanco.

High. Low.

2-43 A. M. 8.5 feet; 3-38 A. M. 8 foot 3.38 P. M. 7.9 feet; 9-58 P. M. 1.5 feet

Columbia River Report.

NORTH HEAD, July 28.—Condition of the sea at 5 P. M.: Sea smooth; wind northwest, 16 miles.

Strong vinegar will not affect belts of good quality except to darken the leather slightly, but if they are of poor quality their fiber will swell and become gelatinous.

STOCKS DRIFT aimlessly

MARKET IS IRREGULAR, BUT HARDENS TOWARD CLOSE.

Volume of Transactions Lightest for Any Full Day in Weeks; Liberty Bonds Reported Steady.

NEW YORK, July 28.—Stocks drifted aimlessly and with many irregular price changes after the strong opening of today's session, but hardening again today by the renewed absorption of equipments and steels. Transactions were the lightest and most contracted of any full day in several weeks, falling considerably under the familiar million-shares level.

The market was noteworthy for the prominence and strength of numerous special stocks hitherto inactive or almost unknown, while many recent speculative favorites were relegated to comparative obscurity.

Equipments and steel derivatives, their main support from the trade advices over the week-end which continued to report progress in these industries, attracted another advance in the price of wire products.

United States Steel fluctuated appreciably after its strong opening, but rallied from its partial setback in the final dealings, evidently in the belief that the quarterly report, to be issued after the close of tomorrow's market, is likely to show unmistakable improvement over the previous exhibit.

Shipments were among the sustaining features of the day, rising briskly on settlement of the marine strike, but ending on profit taking. Coppers were not especially conspicuous, notably American Zinc, were strong. Motors, oils and food shares reflected the further confidence, but lower. The market was active, also high-grade rails, although minor transportation shares were quiet. The market was active, also high-grade rails, although minor transportation shares were quiet.

Liberty bonds held steady and international were firm but the trend otherwise was irregular. Total sales, par value, were \$14,450,000. United States bonds were unchanged on call.

CLOSING STOCK QUOTATIONS.

Stock	High	Low	Last
Am Beet Sugar	2.90	2.87 1/2	2.87 1/2
Am Cigar & Vdy	4.00	3.95	3.95
Am Loco	4.20	4.15	4.15
Am Sng Refg	1.90	1.87 1/2	1.87 1/2
Am Sun Tab	6.70	6.65	6.65
Am Tel	2.90	2.87 1/2	2.87 1/2
Am T. & S.	16.70	16.65	16.65
Atchafalpa	6.30	6.25	6.25
Baldwin	50.00	49.50	49.50
Balt & Ohio	1.10	1.07 1/2	1.07 1/2
Butte & Sup Cop	2.70	2.67 1/2	2.67 1/2
Canadian Pacif	1.40	1.37 1/2	1.37 1/2
Central Leath	12.00	11.87 1/2	11.87 1/2
Chl & N W Ry	1.00	98 3/4	98 3/4
C. M. & St. P.	10.00	99 1/2	99 1/2
Chgo & N. W.	1.00	98 3/4	98 3/4
Chgo Cop	1.40	1.37 1/2	1.37 1/2
Chgo P. & St. L.	1.00	98 3/4	98 3/4
Chgo Prod	1.00	98 3/4	98 3/4
Chgo Ry	1.00	98 3/4	98 3/4
Chgo S. & N. W.	1.00	98 3/4	98 3/4
Chgo T. & E.	1.00	98 3/4	98 3/4
Chgo W. & M.	1.00	98 3/4	98 3/4
Chgo Y. & N. W.	1.00	98 3/4	98 3/4
Chgo Z. & N. W.	1.00	98 3/4	98 3/4
Chgo A. & N. W.	1.00	98 3/4	98 3/4
Chgo B. & N. W.	1.00	98 3/4	98 3/4
Chgo C. & N. W.	1.00	98 3/4	98 3/4
Chgo D. & N. W.	1.00	98 3/4	98 3/4
Chgo E. & N. W.	1.00	98 3/4	98 3/4
Chgo F. & N. W.	1.00	98 3/4	98 3/4
Chgo G. & N. W.	1.00	98 3/4	98 3/4
Chgo H. & N. W.	1.00	98 3/4	98 3/4
Chgo I. & N. W.	1.00	98 3/4	98 3/4
Chgo J. & N. W.	1.00	98 3/4	98 3/4
Chgo K. & N. W.	1.00	98 3/4	98 3/4
Chgo L. & N. W.	1.00	98 3/4	98 3/4
Chgo M. & N. W.	1.00	98 3/4	98 3/4
Chgo N. & N. W.	1.00	98 3/4	98 3/4
Chgo O. & N. W.	1.00	98 3/4	98 3/4
Chgo P. & N. W.	1.00	98 3/4	98 3/4
Chgo Q. & N. W.	1.00	98 3/4	98 3/4
Chgo R. & N. W.	1.00	98 3/4	98 3/4
Chgo S. & N. W.	1.00	98 3/4	98 3/4
Chgo T. & N. W.	1.00	98 3/4	98 3/4
Chgo U. & N. W.	1.00	98 3/4	98 3/4
Chgo V. & N. W.	1.00	98 3/4	98 3/4
Chgo W. & N. W.	1.00	98 3/4	98 3/4
Chgo X. & N. W.	1.00	98 3/4	98 3/4
Chgo Y. & N. W.	1.00	98 3/4	98 3/4
Chgo Z. & N. W.	1.00	98 3/4	98 3/4

Wheat Movement Increases.

NEW YORK, July 28.—Total of 23,702,000 bushels of wheat was received from farms in the week ending July 18, according to figures issued today by the United States grain corporation. This compared with 4,493,000 bushels for the previous week and 22,516,000 for the same week in 1918.

Actual stocks of wheat in all mills and elevators on July 18 amounted to 53,824,000 bushels, against 45,095,000 on that date in 1918. Production of flour for the week totaled 1,733,000 barrels, compared with 1,398,000 for the previous week.

New York Metal Market.

NEW YORK, July 28.—Copper quiet; electric spot and 10 days 27 1/2; August 27 1/2; 2 1/2; September, 24.

Steel steady; No. 1 northern, \$30; No. 2 northern, \$29; No. 3 southern, \$28.50. Lead, dull; spot, 3.50@3.10; August, 3.50.

Spelter, easy; East St. Louis delivery, spot, 3.00; August, 2.90.

Naval Stores.

SAVANNAH, Ga., July 28.—Turpentine 27 1/2; rosin, 40; receipts, 10,951 barrels.

Rosin firm, sales, 55 barrels; receipts, 1147 barrels; shipments, 0; stock, 30,570 barrels.

Crude turpentine, 10; receipts, 10,951 barrels; shipments, 0; stock, 30,570 barrels.

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Dried Fruit in New York.

NEW YORK, July 28.—Evaporated apples quiet; western 20@22; state 22.

Prunes, California 9 1/2@10; Oregon 14@15.

Peaches firm; standard, 23; choice, 24; extra, 25.

Hops firm, state medium to choice 1918, 90@95; 1917, 30@40; Pacific coast 1918, 90@95; 1917, 30@40.

New York Dairy Produce.

NEW YORK, July 28.—Butter firm; creamery higher than extras 34 1/2@35; country extras (92 score) 34; milk 21 1/2@22 1/2.

Eggs steady; fresh gathered, 44@50; extra large, 44; firsts, 43; second, 42; third, 41.

Cheese steady; state whole milk flats current make, special, 27 1/2@28 1/2; ditto average, 27 1/2@28 1/2.

Seattle Food Quotations.

SEATTLE, July 28.—City delivery: Feed, mill, \$44 per ton; scratch feed, \$31.75; feed, milk, \$35; alfalfa, first, 48@50; alfalfa, second, 46@48; alfalfa, third, 44@46; alfalfa, fourth, 42@44; alfalfa, fifth, 40@42; alfalfa, sixth, 38@40; alfalfa, seventh, 36@38; alfalfa, eighth, 34@36; alfalfa, ninth, 32@34; alfalfa, tenth, 30@32.

Chicago Dairy Produce.

CHICAGO, July 28.—Butter higher; creamery, 46 1/2@47 1/2.

Eggs steady; firsts, 42 1/2@43 1/2; ordinary firsts, 38 1/2@39 1/2; second, 36 1/2@37 1/2; third, 34 1/2@35 1/2; fourth, 32 1/2@33 1/2; fifth, 30 1/2@31 1/2; sixth, 28 1/2@29 1/2; seventh, 26 1/2@27 1/2; eighth, 24 1/2@25 1/2; ninth, 22 1/2@23 1/2; tenth, 20 1/2@21 1/2.

Liberty Bond Quotations.

NEW YORK, July 28.—Final prices on Liberty bonds today were: 4 1/2%, 99 1/2; 4 3/4%, 99 1/2; 4 5/8%, 99 1/2; 5%, 99 1/2; 5 1/8%, 99 1/2; 5 3/8%, 99 1/2; 5 1/2%, 99 1/2; 5 3/4%, 99 1/2; 5 5/8%, 99 1/2; 6%, 99 1/2; 6 1/8%, 99 1/2; 6 3/8%, 99 1/2; 6 1/2%, 99 1/2; 6 3/4%, 99 1/2; 6 5/8%, 99 1/2; 7%, 99 1/2; 7 1/8%, 99 1/2; 7 3/8%, 99 1/2; 7 1/2%, 99 1/2; 7 3/4%, 99 1/2; 7 5/8%, 99 1/2; 8%, 99 1/2; 8 1/8%, 99 1/2; 8 3/8%, 99 1/2; 8 1/2%, 99 1/2; 8 3/4%, 99 1/2; 8 5/8%, 99 1/2; 9%, 99 1/2; 9 1/8%, 99 1/2; 9 3/8%, 99 1/2; 9 1/2%, 99 1/2; 9 3/4%, 99 1/2; 9 5/8%, 99 1/2; 10%, 99 1/2; 10 1/8%, 99 1/2; 10 3/8%, 99 1/2; 10 1/2%, 99 1/2; 10 3/4%, 99 1/2; 10 5/8%, 99 1/2; 11%, 99 1/2; 11 1/8%, 99 1/2; 11 3/8%, 99 1/2; 11 1/2%, 99 1/2; 11 3/4%, 99 1/2; 11 5/8%, 99 1/2; 12%, 99 1/2; 12 1/8%, 99 1/2; 12 3/8%, 99 1/2; 12 1/2%, 99 1/2; 12 3/4%, 99 1/2; 12 5/8%, 99 1/2; 13%, 99 1/2; 13 1/8%, 99 1/2; 13 3/8%, 99 1/2; 13 1/2%, 99 1/2; 13 3/4%, 99 1/2; 13 5/8%, 99 1/2; 14%, 99 1/2; 14 1/8%, 99 1/2; 14 3/8%, 99 1/2; 14 1/2%, 99 1/2; 14 3/4%, 99 1/2; 14 5/8%, 99 1/2; 15%, 99 1/2; 15 1/8%, 99 1/2; 15 3