BAKER STOPS SALE OF FORMER LINERS

President to Decide as to Disposal of Transports.

War Department Proposes to Keep Boats as Troop Ships in Case of Another Emergency.

WASHINGTON, Jan. 28 .- Action on bids for 30 of the former German lin-ers scized in the United States was deferred today by the shipping board result of a protest from Secreary Baker against the sale of such of these vessels as have been included by the war department in its army transport reserve.
Mr. Baker not only has protested

to Chairman Payne with the request that the matter be presented to Pres-ident Wilson, but has taken the quesion up with the senate commerce cor tittee, which now is undertaking to formulate a permanent policy to gov ern the American merchant marine. Chairman Payne, on receiving Mr. Baker's protest, promised that no action would be taken until he could onfer with the war department of-

It is understood that the question of the disposition of the vessels alldent Wilson for final decision. In his letter to Chairman Payne, the war secretary disclosed that the ship-ping board, the navy department, the

war department and the department of commerce had agreed, with the approval of President Wilson, upon a Twoive ships were specifically named in the agreement, six being allocated for the South American serv-

ce and six for the trans-Pacific Among the former German vessels

STEPS ARE TAKEN FOR EREC-TION OF BUNKERS.

Port Commission Completes Ar rangements for Project to Aid in Ship Loading.

Arrangements have been made be and the port of Portland commission Manila, 3272 miles from San for the immediate start of the work of dredging for the proposed pier 5 LURLINE, San Francisco for 1724 miles from San Francisco of the St. Johns terminal for the erec tion of bunkers, it was reported at Tuesday's meeting of the dock comilssion by G. B. Hegardt, secretary and chief engineer.

The bunkers, the erection of which contemplated, will be for use in loading ships with coal or other similar material handled in bulk. Counting on a stronger tone in the

bond market next month, the com-mission Tuesday voted to readver-tise for bids on an issue of \$750,000 of harbor development bonds dated February 2. Bids will be opened February All bids received for this issue at a recent meeting were rejected be-cause they were too low. The funds derived from the sale of these bonds will be used to finance construction ork already under way in the harbor.

The proposition of an extension of me St. Johns streetcar line to the St. sion scheduled for February 2, it was decided to defer action until after this thearing. It has been agreed that if the P. R., L. & P. company cannot be induced to construct this extension the city, through the commission of Wells. 224 miles north of San Francisco.

EL SEGUNDO, San Pedro for Point Wells. 224 miles north of San Francisco.

Appliance Designed to Be Stronger and More Efficient.

The wooden steamer Marshfield. which docked at the Fifteenth-street terminal at 2 o'clock yesterday morn-ing from San Francisco, is a departure from the usual Hough-type ves-wels, in that she has had a new type 490 miles north of Richmond. of rudder fitted, which is designed to be more efficient and stronger than those placed on the other Hough ships. Alterations also have been made in

The Marshfield was the third hull launched by the Coos Bay Shipbuilding company and has been employed by the Matson Navigation company for the past year in the island sugar trade. She is here under the manage-ment of the Pacific Steamship company to load ties for the United

RADIO OPERATOR IS AT HOME

T. C. Stockwell of Dallas Makes

apparatus was carried away during

Voyage on Portland-Built Ship. DALLAS, Or., Jan. 28 .- (Special)-T. C. Stockwell of this city arrived home this week from a trip to Eng-land and Wales made on a Portlandbuilt ship. Mr. Stockwell, who is a wireless operator, a graduate of the Portland Y. M. C. A. wireless school left the Columbia river about the first shipyards, with a cargo of lumber for Plymouth, England. On the trip over the ship encountered a tailend of a storm in the Carribean sea, but Mr. 1 o'clock yesterday afternoon, Stockwell says she behaved wonder-fully. The only other mishap which befell the ship was on their return trip to this country when the wireless

GOODRICH ON LAST RUN HERE Vessel to Be Placed in Scattle-

The freight and passenger steamer Admiral Goodrich of the Pacific Steamship company, which will be due at Astoria at 7 o'clock this morning from San Francisco, Eureka and Coos Bay, is making her last trip into Portland for the time being, it was announced yesterday by Frank O'Connor, agent of the Admiral line. After making one more trip down the coast to San Francisco, the Admiral line. After making one more trip down the coast to San Francisco, the Admiral line admiral Goodrich will be placed on the run from Seattle and admiral flateritory.

WANTS RESERVE

The freight and passenger steamer Admiral Goodrich will be due at Astoria at 7 o'clock this morning from San Francisco, Eureka and Coos Bay, is making her last trip into Portland for the time being, it was announced yesterday by Frank O'Connor, agent of the Admiral line. After making one more trip down the coast to San Francisco, the Admiral Goodrich will be placed on the run from Seattle and admiral flateritory.

WANTS RESERVE

SHIPPING LOSS RESULTS

The freight and passenger steamer Admiral Goodrich will be due at Astoria at 7 o'clock this morning from San Francisco, Eureka and Coos Anchorage, Alaska, early in the spring by the steamship Anyox and barge Barde on the Coast view of the Coast view Steamship Anyox and barge Barde on the Coast view of the Coast view Steamship Anyox and barge Barde on the Coast view will be carried from Baiboa to Anchorage, Alaska, early in the spring by the steamship Anyox and barge Barde on the Coast view will be carried from Baiboa to Anchorage, Alaska, early in the spring by the steamship Anyox and barge Barde on the Coast view will be carried from Baiboa to Anchorage, Alaska, early in the spring by the steamship Anyox and barge Barde on the Coast view will be carried from Baiboa to Anchorage will be carried from Baiboa to

cisco service will be handled by the steamer City of Topeka.

The Topeka is scheduled to leave Seattle tomorrow with freight only for San Francisco, and then will go back on the coastwise run, with sail-ings out of Portland avery ten days ings out of Portland every ten days.

JOHN ALWEN GIVES SECURITY BEFORE U. S. OFFICIAL.

Master of Steamer Endicott to Answer Indictment for Conduct While Sailing West Munham.

SEATTLE, Wash., Jan. 28 .- Captain John Alwen, master of the United States shipping board steamer Endiand return before appearing at Portland to answer to an indictment charging him with withholding suit-able food from sallors returning from the orient on his ship last summer At a hearing before United States offered here, on Puget sound and on Commissioner Robert W. McClelland San Francisco bay. No objection was late today, Captain Alwen was placed made to the Portland site. The decifrom Seattle Friday.

of commerce had agreed, with the approval of President Wilson, upon a policy in connection with the former German ships which contemplated the building up of an army transport reserve. He said vessels released to the shipping board for the service in dicated in the agreement were released "with the understanding that they are subject to immediate with-drawal in case of emergency for use in the property of the steamer West Munham, one of the precipitors in the Portland-building up of an army transport reserve. He said vessels released to the shipping board for the service in dicated in the agreement were released "with the understanding that they are subject to immediate with-drawal in case of emergency for use in the property of the steamer West Munham, one of the company has grown so lately that ship connections by regular service with the Atlantic coast, Australia and the South Pacific Teamer essential, as well as with the asset last September, she touched first at Seattle to discharge part of her drawal in case of emergency for use

at Scattle.

After the West Munham reached
Portland an investigation was started
by the federal grand Jury because of
the death of several members of the land for which preference in release for the death of several members of the land transport service is recommended in crew in the orient because of al-

lag barge 93, to Columbia river, 462 miles control of San Francisco.

LURLINE, San Francisco for Honolulu, 1724 miles from San Francisco for Manila, 272 miles from San Francisco for Manila, 272 miles from San Francisco to Honolulu, 1724 miles from San Francisco to Honolulu, 1724 miles from Hancisco to Honolulu, 1724 miles from San Francisco for Manila, 2012 miles from S ciulu, 1724 miles from Henolulu.

WEST HARTSWEST. San Francisco for Yokohama, 3240 miles from San Francisco, HUGOTON, Manila for San Francisco, 1639 miles from San Francisco, January

RICHMOND, towing barge 95, Richmond for Honoldiu, 1310 miles from San Francisco, January 27, WALLINGFORD, San Francisco for Honoldiu, 241 miles from Honoldiu, January 27, DERBY LINE, San Francisco for BY LINE San Francisco for January 27. LURLINE, San Francisco for Henolulu.

ENTERPRISE, San Francisco for Hono Mill, 1938 miles from San Francisco, San Jury 27.

KLAMATH, Portland for San Francisco, Cisco, 45 miles north of San Francisco.

MULTNOMAH, San Francisco for San Diego, 70 miles south of San Francisco, WILLAMETTE, San Pedro for San Francisco, 95 miles south of San Fran-

MISKIANZA, on trial trip off San Fran-STANDARD OIL BARGE 91, 285 miles om San Pedro. WAPAMA, San Francisco for San Pedro,

WAPAMA, San Francisco for San Pedro, id miles south of San Francisco.

DILWORT, San Pedro for Seattle, off Shellwater bay.

LA BREA, Honolulu for San Luis, 400 niles from San Luis.

PROVIDENCIA, San Francisco for Taoma, 55 miles north of San Francisco. LANSING, Port San Luis for Hilo, 1125 miles from Hilo.

ROYAL ARROW, Shanghal for San Francisco, 915 miles west of San Fran-

the St. Johns streetear line to the St. Johns terminal was brought up for discussion, but because of the hearing before the public service commission scheduled for February 2, it was decided to defer action until after this hearing. It has been agreed that if hearing. It has been agreed that if Francisco, bound for Seattle from San Francisco, but the service of th

the city, through the commission of public docks, will build the extension. Whether the extension will be operated by the city or the street railway company has not yet been decided.

SHIP HAS NEW RUDDER

Weils, 224 miles horth of San Francisco for Seattle, 357 miles from San Francisco.

LUCAS, Latouche for Richmond, 558 miles from Richmond.

ADMIRAL FARRAGUT, Seattle for San Francisco, 267 miles from Seattle.

ERNEST H. MEYER, Columbia river for San Diego, 16 miles south of Columbia river.

river. WEST KADER, Portland for Shanghai 110 miles west of Columbia river light WEST HARTLAND, Portland for Kobe, Japan, 90 miles west of Columbia river.
WASHTENAW, Port San Luis for Esquimait, 235 miles from Esquimait.
ADMIRAL GOODRICH, Marshfield for Astoria, 200 miles south of Columbia

The barkentine course to load lumber for south Africa, went on the Port of Portland drydock to have her bottom painted. She is expected to undock at noon today, and will proceed directly to the Inman-Poulsen mill, where she will load her en-

Poulser mill, where she will load her entire cargo.

The shipping board steamer Duquesne, which is undergoing overhauling and repairs at the plant of the Pacific Marine Iron works, is scheduled to go on the drydock Friday morning.

The motor ship Admiral Mayo shifted at 5 o'chek lass night from Kalama to Westport to continue loading.

The steam schooner E. H. Meyer left down from St. Helens at noon yesterday.

The steam schooner Daisy Putnam, which left down at 8 o'clock yesterday morning, took a full carge from the Multinemah Lumber & Box company's mill.

The steam schooner San Jacinto left down from the Eastern & Western mill at 1 o'clock yesterday afternoon.

Tides at Astoria Thursday. High. Low. 6:44 A. M... 9.6 feet | 0:11 A. M... 3.0 feet 8:15 P. M... 5.9 feet | 2:11 P. M... 1.2 feet

Columbia River Bar Report. paratus was carried away during NORTH HEAD, Jan. 28.—Condition of the bar at 5 P. M.—Sea amooth; wind southeast, 18 miles.

here, Mr. Stockwell intends to go to sea again, this time probably to the orient. PALMOLIVE PLANT

Copra-Laden Schooners From South Seas to Be Diverted Here-

under \$1000 bond that he might sion of the board of directors, based complete his voyage,
The Endicott is expected to clear greater shipping facilities offered on the bay, and the fact that that region

drawal in case of emergency for use left the vessel there and refused to service to the rest of the world."

Twelve ships were specifically named in the agreement, six being hers of the crew to libel the vessel about \$350,000 for the building and

ASTORIA, Or., Jan. 28.—(Special.)— he steamer Abercos with cargo from ortland sailed for the orient at 7:30 this Laden with lumber for Shanghal, the eamer Wust Kader sailed at 7:40 this orning after lying in the lower harbor The Steamer West Harriand carrying The Steamer West Hartland, carrying a cargo of lumber from Portland, sailed at 7:50 this morning for Kobe.

Carrying a cargo of lumber from Westport and St. Johns, the steam schooner Shasta sailed at S this morning for San Padra.

The steam schooner Florence Olson, den with lumber from Portland and St. slens, salled at 8:30 this morning for n Pedro. he tank steamer William F. Herrin arved at 12 last night from California with cargo of fuel off and proceeded to Port-

and.

After lying in the lower harbor over ight the steam schooner Stanwood sailed or San Pedro at 7 this morning with a argo of lumber from Prescott and Portand.

and.
The transport Marcia, with flour from Portland and Astoria, salled at 8:20 today for New York. She goes via San Francisco, where she will take on army stores for the Panama canal.

The tug Slooum crossed out at 11:30 this morning to search for the three derelict concrete water tenders which are supposed to be drifting about outside, a menace to mayigning see to navigation.
Laden with lumber from St. Helens, the

steam schooner Ernest H. Meyer sailed at 6 this evening for San Diego. The steam schooner Hairo, with lumber from the Hammond mill, sailed at 3 today for San Pedro.

from the Hammond mill, sailed at 3 today for San Pedro.

COOS BAY, Or., Jan. 28.—(Special.)—
The steamer Admiral Goodrich sailed this afternoon for Astoria and Portland, carryling a through freight cargo, passengers and a large consignment of case milk from the North Bend condensery.

The Pacific Coast Steamship company announced the return of the City of Topeka to this run effective leaving San Francisco February 10 and arriving here February 12.

The port of Coos bay commissioners meeting with the city and a Southern Pacific engineer scheduled for this place last night was postponed owing to non-arrival of the railroad engineer.

The city of North Bend has practically decided upon calling a special election for voting bonds for the purchase of 700 acres to Isan at the mouth of Pony inlet, for development purposes and to provide a site for the port of Coos bay docks and warehouses. An estimate submitted at a meeting last night set the cost of purchase and improvement by dredging and buikheading at \$400,000. It was agreed at the council meeting that petitions might be circuiated calling for a special bond issue of the amount decemed necessary for the council meeting that petitions might be circulated calling for a special bond issue of the amount deemed necessary for such extensive improvements. This prop-sition has nothing to do with the port improvements, excepting a site for them to be offered.

Marine Notes.

The steam schooner Nome City, of the Charles Nelson line, arrived at 8 o'clock yesterday morning with freight from San Francisco, which she is discharging at Albers dock No. 3. She will shift at 7 o'clock this morning to the mill of the St. Johns lumber company to load a full return cargo. Part of the freight brought from San Francisco consists of a harge consignment of sugar for local consumption.

The barkentine George U. Hind have been sugar to the recompany with the recompany with the sugar for them the sugar for the sugar for local consumption.

SAN PEDRO, Cal., Jan. 28.—(Special.)—The steamer West Montop sailed today for Japan and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian charter to the Los Angeles-Pacific Navigarian and shed in the inner harbor. C. J. California is manager of the company and by lately business has been growing rapidly lately.

The steamer West Montop sailed today for Japan and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and shed in the inner harbor. C. J. California is municipal dock and shed in the inner harbor. C. J. California is municipal dock and shed in the inner harbor. C. J. California is municipal dock and shed in the inner harbor. C. J. California products. The vessel is under charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with southern charter to the Los Angeles-Pacific Navigarian and the orient, laden with so

The steamer Mazatlan will leave here next month on its first voyage to Mexican ports. It was built for the recently organized California & Mexico Steamship company, which will operate three versels from here to the south. The third vessel was ordered from the Craig shippards yesterday. The new ship will be of the same type as the Mazatlan, 200 feet long. The keel of the second ship for the company was laid yesterday.

Heavy fog over the bay today again prevented the battleships of the Pacific fleet from holding target practice. A large number of destroyers arrived from San Diego last night to attend the larger vessels in the battle maneuvers.

SEATTLE, Wash, Jan. 28—(Special)

SEATTLE, Wash, Jan. 28.—(Special.)—
Sailing from Haspai, Tonga island, and Sydney, Australia, two salling schooners, the Meteor and Rosamend, of the Pacific Freighters company, of San Francisco, are in Seattle and will drydock before loading for their next voyages. The Meteor brought a carge of copra and is discharging at the pier of the East Waterway Dock & Warehouse company. She will load lumber in Port Blakeley for South America. The Rosamond winged her way from Australia in ballast, making the voyage from Newcastle in 70 days. The vessel will load in Port Blakeley for Cape Town, South Africa. Captain J. H. Brown, master of the Rosamond, reported an uneventful voyage.

Shipping centers of the Atlantic coast guard cutter Algonquin are searching to Captain E. Evans, master of the wooden five-masted auxiliary powered the wooden five-masted auxiliary powered. SEATTLE, Wash., Jan. 28 .- (Special.)

schooner Elrado, of Furnace. Withy & Co., who arrived in Scattle yesterday afternoon. The Eirado is in San Francisco on her way to Scattle to load for France.

David Rogers, shipbuilder, who suffered a breakdown at the end of last October as a result of overwork, is rapidly regalning old-time strength. For the last two weeks he has been able to be up and about, taking a number of automobile drives which have given him his first opportunity in years to get acquainted with the inland sections of Scattle and adjacent territory.

SAN FRANCISCO, Cal., Jan. 28.—(Spe-dal.)—(The departure of the Matson liner datsonia. Captain Charles Peterson, for Ionolulu today was attended by excite-tent, commotion and enthusiasm. All of his because Robert S. Moore, chairman of the board of directors of the Moore hipbuildwing comming, was one of the

TACOMA, Wash., Jan. 28—(Special.)—
The 7500-ton steamer Ossa will be launched Saturday morning at the plant of the Todd Drydock & Construction corporation here. The vessel will be sponsored by Mrs. Clyde Bankson, wife of the purchasing agent at the plant. William H. Todd, president of the Todd Ship Building corporation, is expected in Tacoma early next month on a regular trip of inspection.

tion.

The St. Anthony, built at the Todd yard, will shift to different Tacoma mills to say, a little more than twice the apacity of the plant burned at Portand.

The St. Anthony, built at the Todd yard, will shift to different Tacoma mills to say, not more than 2 per cent by weight of the entire lot, may have the shipping arrivals this week, local merchants say. The President did not come here this voyage while the steam schooners are say, as a say, not more than 2 per cent by weight of the entire lot, may have the flesh injured by soft rot.

Explanation of Grade Requirements—bere shipping arrivals this woyage while the steam schooners are says.

public port development will be under way in the early spring.

Bids will be asked for on the first work in two contracts, one covering the dredging, filling, riprapping and boarding of bulkheads, the other for bulkheads and pile drivings in connection with construction of pier No. 1, which will be an open pier is to be 168 feet wide by 800 feet long, capable of enlargement to 266 feet wide by 1200 feet long.

PORT TOWNSEND, Wash., Jan. 28—(Special.)—Coming from Europe, the steamer West Cayote arrived tonight too late for quarantine. She will remain until daylight tomorrow, when she will proceed to Seattle for which port she has cargo.

Bringing a big cargo, the Japanese sfeamor Eastern Craig is due from the orly and the season and confirmed to the process of the property was steady was steady with the season and confirmed to the

daylight tomorrow, when she will proceed to Seattle for which port she has cargo, the Japanese steamer Eastern Craig is due from the originate to be season at the Japanese steamer Eastern Craig is due from the originate was \$\pi\$\$ cent. She is one of the steamers built by the Japanese government under contract for the United States shipping board. Like in accepted by the shipping board, Like all other Japanese-built vessels, she will have many alterations made before being placed in service.

The 10,400-ton steel steamer Robin Goodfellow, the last vessel built by the Skinner & Eddy corporation on the owners account, has been chartered by the Pacific Steamship company to be placed in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place in the oriental trade on her maides to place the place in the oriental trade on her maides to place the place of the place

ABERDEEN, Wash., Jan. 28.—(Special.)

—The steamer Hoquiam sailed today for San Francisco with a cargo from the Donovan mill, Aberdeen. The Charles Christensen is the only steamer left in the harbor. There are two schooners loading, the Defender and the Forest Pride.

Movements of Vessels.

PORTLAND, Jan. 28-Arrived at 1 A.M. PORTLAND, Jan. 28—Arrived at I A.M.; steamer Marshfield from San Francisco. Arrived at S. A. M., steamer Nome City from San Francisco. Arrived at II A. M., steamer W. F. Herrin from San Francisco. Sailed at S. A. M., steamer Daisy Putnam for San Pedro. Sailed at noon, steamer E. H. Meyer from St. Heions, for San Pedro. Sailed at 1 P. M., steamer San Jacinto for San Francisco. Sailed, from Kalama at 5 P. M., M. S. Admiral Mayo for Westport.

ASTORIA, Jan. 28.—Arrived at midnight and left up at 2 A. M., steamer W. F. Herrin, from San Francisco. Sailed at 7:40 A. M., steamer West Hartland, for Kobe and Darien. Sailed at 7:45 A. M., steamer West Kader, for trial trip. Sailed at 7:50 A. M., steamer San Pedro. Sailed at 8:20 A. M., steamer San Pedro. Sailed at 8:25 A. M., steamer Abercos for oriental ports. Sailed at 9 P. M., steamer Florence Olson for San Prancisco. Sailed at 9 A. M. U. S. steamer Marcia for Atlantic port Sailed at 11:30 A. M., tug Slocum to search for water tenders. Sailed at 3 P. M., steamer Halco for San Pedro.

COOS BAY, Jan. 28.—Salled at I P. M., steamer Admiral Goodrich, from San Fran-cisco via Eureka, for Portland.

SAN FRANCISCO, Jan. 28.—Arrived at 6 A. M., steamer Oleum, from Fortland. SEATTLE, Wash., Jan. 25.—Arrived: Steamers Lyman Stewart from Fort San Luis: Ranier from San Francisco: West Coyote from Lendon, via Norfolk and Bai-boa; Tees from British Columbia ports.

Departed-Morning Star for Van-TACOMA, Wash., Jan. 28.—Sailed: Steamer Marmion for Vancouver, B. C.; Skagway for Seattle.

SAN PEDRO, Cal. Jan. 28.—Arrived—Steamers Whittier, from Port San Luis: Phyllis, from Puget sound; Riverton, from the Columbia river; Hartwood, from San Diego: Necanisum, from Brookings; Santiam, from Astoria; Trinidad, from Eureka; Governor, from Seattle. Sailed—Steamers Avalon, for Willaps; West Montop, for Shanghai; Hartwood, for San Francisco; Crown of Toledo, for San Francisco; Crown of Toledo, for San Francisco; Spekane, for San Francisco; Daley Gadaby, for Grays Harbor: Carmel, for Willapa; Bandon, for Coguille river. don, for Coquille river.

The members of the crews of the lost concrete water tenders left today for their homes in Portland and other cities. The crew of the Captain Bootes POTATOES WEAK ON FRONT STREET

by Government.

TWO QUALITIES SPECIFIED

Grading and Handling Are

The Portland plant of the Paimolive company, recently destroyed by fire, is to be rebuilt at Oakland, Cal, and Fortland is to lose the industry and all its attendant commerce, according to the only interpretation that can be placed on telegraphic orders received the company in Miwaukee, Wis.

The decision to move the Paimolive company according to the company in Miwaukee, Wis.

The decision to move the Paimolive company according to Mr. Paimon, and it is attendant company in Miwaukee, Wis.

The decision to move the Paimolive company according to Mr. Paimon, and it is a the Asano yards in Japan, are also the part of the head office will be are any fruit, "S. S. Pierce, vice-president of the Asano yards in Japan, are a change of heart on the part of the head office will be are any fruit, "S. S. Pierce, vice-president of the South Pairon of the South South of the South Pairon diameter of potatoes of the round varieties shall not be less than one and seveneights inches and of potatoes of the long varieties one and three-fourths inches. In order to allow for variations incident to commercial grading and handling, 5 per cent by weight of any lot may be under the prescribed size, and, in addition, 6 per cent by weight of any such lot may be below the remaining requirements of this grade, but not more than one-third of such 6 per cent, that is to say, not more than 2 per cent by weight of the more than 2 per cent by weight of the HAY—Buying prices, f. o. b. Portland: more than 2 per cent by weight of the HAY—Buying prices, L o. b. Portland; entire lot may have the flesh injured by soft rot.

U. S. Grade No. 2.—This grade shall \$23.

from frost injury and soft rot and which are free from serious damage caused by sunburn, cuts, scab, blight, dry rot or other disease, insect or mechanical or other means. The diameter of potatoes of this grade shall not be less than one and one kelf in the control of the con one-half inches. In order to allow for variations incident to commercial grade and handling, 5 per cent by weight. and handling, 5 per cent by weight of any lot may be under the prescribed size, and, in addition, 6 percentum by weight of any such lot may be below the remaining requirements of this grade, but not more discovered by the control of the property of the p quirements of this grade, but not more than one-third of such 6 per cent, that is to say, not more than 2 per cent by weight of the entire lot, may have the PORK—Fancy, 26c per poun PORK—Fancy, 21c per pouns is to say, not more than 2 per cent by weight of the entire lot, may have the flesh injured by soft rot.

the death of several members of the crew in the orient because of alther the president drant, the Machania say. The President did not come here this yorage while the steam schooners in the interdepartmental agreement are the President Grant, the Mercury, the American Say of the Common and Special Say of the Artemis.

U. S. Naval Radio Reports.

(All positions reported at S.P. M. yes reflect where the steam schooners in the steam schooners of the mineral conference that the orient flow as proposed to the interdepartmental conference that the orient flow as proposed to the orient flow and the steam schooners of the steam schooners of the steam schooners of the common and special several years the copra of the sections of the Palmolive plant will be a serious blow to lumber exporters her sky.

U. S. Naval Radio Reports.

(All positions reported at S.P. M. yes reflect with the steam schooners of the

Portland-Wheat	Barle	v. Filou	c.Onto	Trav
Wednesday 20	25	20	3	11
Year ago 8	- 2	37	200	27
Sea'n to date, 5665	166	2617	288	115
Year ago 5095	837	1035	575	2300
Tacoma-				
Puesday 60	****		- 1	
Year ago 32	2		E442	300
Sea'n to date. 4594	68		139	622
Year ago 4488	9.0		1.29	9-44
Seattle-				
Puesday 20	2	- 14	. 2	- 19
Year ago 27	****			
Sea'n to date 4266	214	490	513	96
Year ago 4584	51	948	486	209
ATISTRATIAN OF	OF G	TRUET A COL		

STRALIAN CROP SITUATION GOOD

Wheat Prospects in Europe Are Generally Favorable. Reporting crop prospects abroad, Broom hall cables: Australia — The general agricultural

situation has been vastly improved by the rather general rains which have fallen over a wide area and benefited the new over a wide area and benefited the new wheat crop.

Germany—Weather has been favorable

being generally mild. Weather some time back was frosty in sections and further sowings of wheat retarded. Italy—Agricultural prospects are fairly good, although in certain sections the new seedings of grain have been somewhat de-layed. The supply situation can be described as satisfactory. Sweden—A good snow cover protects the

United Kingdow-Weather of late has been wet and mild. The new crop pros-pects have been generally favorable, al though the acreage to wheat will probably be slightly smaller than last year. France—Persistent rains have been ex-France—Persistent rains have been ex-perienced in this country, but the ap-pearance of the new crops is good.

EASTERN APPLE MARKETS STEADY

Little Change Shown in Sales of Oregon Fruits at Auctions. There was no improvement in the local apple market. Receipts included a car each of Oregons and Washingtons. Ore-gon apple shipments Tuesday were 24 NO PERMITS ISSUED FOR cars. Sales of Oregon apples at eastern auctions were wired as follows:

At New York, Black Twigs, extra fancy Railroad Traffic Difficulties In-

Quotations from northwestern f. o. 1 points were: Yakima-Medium to large, Winesaps, extra fancy, Spitzenbergs, extra fancy, \$2.25; Staymans, choice, \$1.65 Wenatchee-medium to large Winesapa extra fancy, \$3: Romes, choice,

bers-Advance in Celery.

The local potato market was very weak

two to Stockton and one each to Dunsmuir. Corvallis and Bay City.

y with jobbers asking 54 @54 cents \$6.75 for fancy grade.

MOVEMENT IN PRINT BUTTER SLOW New Standards Announced Local Demand Checked by Recent Ad-

vance-Eggs Are Weak. The cube butter market was steady extras selling at 58 cents. Prints were unchanged but the movement was not brisk and has not been since the recent advance.

There was only a small shipping demand for eggs and local trade was no more than fair. The market was weak The country buying price was 48 cents Variations Incident to Commercial and will be reduced to 45 cents today Foultry and dressed means were stead with fair arrivals.

Bank Clearings Clearings. \$4,447.082
Portland\$4,447.082
Seattle 5.762,430 Spokane 2,303,155

PORTLAND MARKET QUOTATIONS Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session Oats Jan Feb. March 0. 3 white feed ... \$61.00 \$61.50 \$62.00 ter, frost injury, sunburn, second growth, growth cracks, cuts, scab, blight, soft rot, dry rot and damage caused by disease, insects or mechanical or other means. The diameter of potatoes of the round variediameter of potatoes of the round variediameter.

Dairy and Country Produce.

Fruits and Vegetables.

Hides, . c. as a. a. a Furs.

Hides, . c. as a. a. a Furs.

HIDES—Saited, all weights, 22@27c; green, 17@25c; calf, green or saited, 650 for; kip, 35c; buils, saited, 18c; green, 16c; horse hides, . small, \$3. medium, \$4.50, large, \$6@7; dry hides, 35c; dry saited, 20c. PELTS—Green saited, each, \$2@3; green saited shearlings, each, 500@51; dry pelis, full wool, per pound, 35c, dry short wool, per pound, 25c; dry shearlings, each, 25@50c; saited goats, \$1@3, according to size; saited goats shearlings, 25cc#f1; dry goats, long hair, per pound, 25c.

FURS—Good grade, extra large, large and medium sizes: Skunk, black, \$3.75@8.8.30; short, \$2.75@7; narrow, \$2@5; broad, 75c@\$2.25. Fax, red, \$10@45; gray, \$2@0 f5; raccoon, \$2.50@8; mink, dark, \$4@10 crdinary, \$2.50@8; mink, dark, \$4.600 crdinary, \$2.50@8; mink, dark, \$4.600 crdinary, \$2.50@8; mink, dark, \$1.200 crdinary, \$2.50%8; mink, dark, \$2.50%8; mink, dark,

Hops, Wool, Etc. HOPS—1919 crop. 80c per pound, 3-year bariey, 5 contracts, 45c average.

MOHAIR—Long staple, 40@45c; shart taple, 25@30c.

TALLOW—No. 1 10c; No. 2, Se per Hay—10 top. CASCARA BARK—New, 11c; old, 12c #27; barley, \$21@27; alfalfa, \$25@31; per pound, stock hay, \$21@21; barley straw, 50@80c bale. per pound.
WOOL Eastern Oregon, fine, 40@50c;
medium, 45@50c; coarse, 35@37c; valley,
medium, 55@52c; coarse, 35@37c;

Oils. LINSEED OIL-Haw, barrels, \$2.06; raw, cases, \$2.21; boiled, barrels, \$2.08; boiled, drums, \$2.11; boiled, cases, \$2.23; TURPENTINE — Tanks, \$2.07; casks COAL OIL-Iron barrels, 13% @ 16c; tank wagons, 134c; cases, 24@31c. GASOLINE — Iron barrels, 25c; tank wagons, 25c; cases, 354c.

GRAIN SHIPMENTS EAST.

crease-Decline in Hog Prices Also Bearish Factor.

CHICAGO, Jan. 28.—Corn prices tended downward today, owing largely to indications that railroad traffic difficulties eas of Chicago had grown worse, with Manclosing at \$1.35 to \$1.35 ts and July at \$1.32 to \$1.32%. Oats finished unchanged to \$4.00 to \$1.00 ts for this control of the corn and the control of the control o

other contest potatoes weak on front street open. Open. High. Low. Close. St. 45 St. 45 St. 44 St. 4 with liberal supplies and a slow demand.

Some jobbers are quoting Oregon Burbanks at \$4 and Yakima Netted Gems at \$4.50. Oregon 75% MESS PORK. at \$4.50. Oregon potate shipments Tues. Jan.....

Portland Business Bulletin

here was a sharp advance in celery and A directory of business firms and professional men condensed and clasthe best stock is now held at \$11@11.50 sified for ready reference. For rates by the month or year, or other a crate. Lemons are a dollar higher at information, telephone The Oregonian, Main 7070 or A 6095, House 29.

ACCOUNTANTS. JULIUS R. BLACK, special auditor and necountant on involved accounts. Sys-tems established and maintained; income tax service; references. T25-9 Pittock

ALTERATIONS. REFITTING and making of ladles' gar-ments, feasonable; work guaranteed. I. Reubin, 408 Euch & Lane bidg. ASSAVERS AND ANALYSTS MONTANA ASSAY OFFICE, 142 Second-

COLLEGES AND SCHOOLS. DECKET'S
BUSINESS COLLEGE CAPETERIA.

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W. P. FULLER & CO., Front and Morrison TRAVELERS' GUIDE. SHORT RIBS.

Jau. 19.45 In.45 19.20 19.20

May. 20.50 20.20 20.20 20.30

July. 20.50 20.20 20.20 20.72

Cash prices were:
Corn—No. 2 mixed, not quoted; No. 3 mixed, \$1.48\(\frac{1}{2}\), No. 2 yellow, not quoted; No. 3 yellow, \$1.48\(\frac{1}{2}\), No. 2 yellow, not quoted; No. 3 yellow, \$1.48\(\frac{1}{2}\), No. 2 yellow, not quoted; No. 3 yellow, \$1.88\(\frac{1}{2}\), \$1.49\(\frac{1}{2}\), Onta—No. 2 white, \$5\(\frac{1}{2}\), \$2.50\(\frac{1}{2}\), \$2.50\(\frac{1}\), \$2.50\(\frac{1}{2}\), \$2.50\(\frac{1}{2}\), \$2.50\(\frac{1}{2}\), \$2.50\(\fra DIRECT SAILINGS EUROPE.

Steamship

All Information From Canadian Pacific Ocean Services Phone Bdwy, 90 50 3d St., Portland 30 ton; tame cats, \$28@B1; wild cats, \$34 MINNEAPOLIS, Jan. 28.—Barley, \$1.20

DELCO-LIGHT The complete Electric Light and Power Plant every time you turn a machine b and you waste time and money

SAN FRANCISCO, Jan. 28.—Grain— Wheat, \$2,20; oats, red feed, \$3.30 (\$3.35)

yellow, \$3.20@3.30; White Egyptian, \$3.70

Hay-Wheat or wheat and outs, \$26@

1.44. Flax-15.30 @ 5.35.

and, \$5.60 G 3.65; corn, California

MODERN APPLIANCE CO., Scattle H. A. Conger, No. 5 N. 6th St. Portland, Or. TRAVELERS' GUIDE.

Change in Sailing SAN FRANCISCO S.S. Rose City Depart-12 Noon

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