NEW LUMBER RATE CENTER OF INTEREST

Shipping Board Replies $40 Charge Is Justifiable.

LESS BUYING PREDICTED

Lumbermen and Exporters Assert Advantage Is Taken of Northwest Congestion of Cargoes.

The new shipping board rate of $40 a 1000 feet on lumber shipments across the Pacific, continues to be the chief subject of discussion at every street corner, restaurant and office gathering of Portland lumbermen and ship operators. The new rate was recently established by the traffic division of the shipping board and will be in effect with the next ship loaded here with lumber for the orient.

The two sides to the controversy are clearly divided. Shipping board officials and ship operators are solidly united in declaring the $40 rate justifiable, necessary and low by comparison with the rates on other commodities. Lumber manufacturers and exporters are as solidly united in declaring the new rate unjustified and unreasonable.

Chamber Joins in Protest.

Favoring the lumber interests, the Portland Chamber of Commerce a few days ago telegraphed to Chairman John Barton Payne of the shipping board a protest against the new rate. Replying to this telegram, Chairman Payne said that was based on the recommendations of the assistant director at San Francisco and was the result of action by all lines.

Commenting on this reply, a prominent lumber exporter said yesterday, "There is no lumber moving out of San Francisco, so naturally the assistant director there has no hesitation in recommending an advance—or recommending a decrease in the rate on soda ash or any other commodity moving through the Golden Gate.

Deceased Buying Predicted.

"The reason that the advance in the lumber rate is possible is that oriental interests have been buying far in advance of the fixation of tonnage. The shipping board is taking advantage of the congestion of lumber cargoes in the northwest."

The result of the new rate, it is freely predicted by lumber interests, will be a decrease in buying in the orient, an action that is calculated to employ the law of supply and demand to force a reduction in the rate.

An interesting rumor that circulated over the Portland waterfront yesterday was that a number of Japanese tramp steamers would shortly be appearing in the Columbia river to take advantage of the new rate on lumber, which is said to be much more attractive to shipping than the comparatively low rates on freight from the Atlantic coast to the United Kingdom.

JOHN E. WEBB, SEATTLE, DIES

Appendicitis Fatal to Well-Known Shipping Man.

SEATTLE, Wash., Jan. 30.—(Special.)—John Edward Webb, one of the most widely known shipping men on the north Pacific, died today following an attack of appendicitis, which became acute last Sunday.

Mr. Webb was 62 years old. He was born in Poughkeepsie, N. Y., and came to the Pacific coast 30 years ago. After living a short time in San Francisco he came to the Puget sound district, becoming identified with shipping interests in Seattle and Tacoma.

For ten years he was dock agent for the Northern Pacific railway company in Tacoma, going from that city to Vancouver, B. C., where he became manager of the Mackenzie Steamship company. When the Mackenzie interests retired from business Mr. Webb came to Seattle and engaged in the ship brokerage business with Walter Swan, now connected with the Alaskan engineering commission. A year ago Mr. Webb became associated with W. T. Isted & company. He was an expert on rates and marine insurance adjusting.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Jan. 30.—(Special.)—The steamer Carlos arrived this morning at 9 o'clock to load at the Donovan mill.

The steamers Tahoe and Frank D. Stout arrived late last night from San Francisco. The Tahoe began loading at the Donovan mill and the Stout at the Eureka mill at Hoquiam.

The steamer Charles Christensen, which dropped down to the lower harbor last night, put to sea this morning. San Pedro is her destination.

SEATTLE, Wash., Jan. 30.—(Special.)—Captain William F. Eckert, who took the steamship Elkridge to Italy and return, today was appointed master of the new steamship Highe of the shipping board, a product of the Todd yards in Tacoma. The Highe received her preliminary trials over the regulation Puget sound course yesterday. The vessel has been assigned to Strachan & Dixon for management and operation and will load for ports in the orient, probably going on berth Monday. The Highe will load a total of 4,000,000 feet of lumber at Mukilteo, Port Ludlow and Tacoma for Taku Bar, China.

Captain Eckert was formerly in the service of the Garland Steamship company as master of the freighter, Justin J. Ross will be chief engineer of the Highe and H. Street first officer. Both are well known on Puget sound.

In an opinion filed by Assistant Attorney-General Burger yesterday jurisdiction over Seattle port district warehouses to the extent of requiring bonds of licensing operations was denied to the state public service commission. Municipally-owned warehouses are held not included in the public service act.

Upon request of shippers, public service inspectors may grade grain in the port warehouses under the same regulations governing grain inspection in non-terminal warehouses.

The United States shipping board today ordered all carriers of its fleets plying in the Seattle trade to absorb the handling charge on imports received on local bills of lading from the ship's sling to the freight pile.

The ruling applies only to import cargo shipped on local bills of lading which are to be reconsigned and forwarded by rail within ten days.

SAN FRANCISCO, Cal., Jan. 30.—(Special.)—The present shortage of space for freight on the steamers in the service between San Francisco and the Orient will last only for a few months, according to the management of the largest exporting and forwarding concern of this city. He said that owing to the strike in the steel mills, shipyards and other industrial plants there was a slackening up, and now that production is again normal, the manufacturers are trying to catch up with their exports. Other shippers suggest that there will be no lull in business and the shortage of space will continue for many months or until the shipping board assigns more vessels for the service.

Owing to an unusual amount of mail that arrived at pier 29 just before the scheduled hour of sailing today of the China Mail liner Nile, the vessel did not get away until nearly an hour later, and it was after 2 P. M. when Captain Kingsley steamed past Meiggs' wharf. Just before 1 P. M. a stewardess informed the officials that owing to illness in her family here she was unable to make the voyage. The officials of the company raced after another stewardess in a taxicab and managed to locate one and get her to the ship before the lines were cast off. Treasure and cargo aboard the Nile amounted to over $17,000,000 in value. The Nile left out with 210 passengers in the cabins and nearly 300 Asiatics in the steerage.

The big ship Falls of Clyde stranded in the mud of the Sacramento river on Thursday while being towed down the stream off Avon by the Peterson tug Tatoosh, and remained aground for several hours before being pulled off. The vessel then proceeded to the bay and anchored. The Clyde bottom was not damaged and the big ship will proceed to the United Kingdom with 3500 tons of case oil.

The steamer Elkhorn, Captain Rustad, arrived from Kobe today, after a passage of 32 days, with a full general cargo for Struthers & Dixon.

The Harrison freighter Crown of Toledo, Captain Hensel, 40 days from Liverpool, arrived today and will discharge general European freight before proceeding to Vancouver.

Captain Charles Cross, recently in the naval reserves, sailed for the far east today as commander of the steamer West Ira. This vessel is operated for the shipping board by the Robert Dollar company.

TACOMA, Jan. 30.—(Special.)—Tomorrow morning the steamer Ossa, the latest production of the Todd Drydock & Construction corporation plant, will be launched. This is one of the 7500-ton type of vessels. The steamer will be sponsored by Mrs. C. L. Bankson, wife of the purchasing agent at the plant.

The schooner Columbia, lying here, probably will shift to Port Townsend tomorrow to get her crew. Captain H. Borresen of the vessel will take his bride, formerly Miss Ingrid Darling of Seattle, with him on his voyage to Callao.

The steamer Eastern Moon, Japanese-built, will come here to load flour for the east coast, local reports say. The steamer is being overhauled down sound. The St. Anthony, loading here, will finish next Wednesday. The Eastern Moon will be in command of Captain Walter H. Meyers, formerly one of the well-known Pacific schooner skippers.

The Arabia Maru of the Osaka Shosen Kaisha will make this coast from the orient Tuesday. The Mexico Maru makes Victoria Sunday evening. Both vessels have heavy inward cargoes and full outward cargoes awaiting here.

Loss of the United States shipping board steamer Ophis, a product of the Todd shipyard here, was barely averted off the mouth of the Thames river December 30, according to word received by Mrs. R. V. McFarlane of Sumner, Wash., wife of the chief engineer. The vessel was stranded off Kentish Knock in the North sea and floated with difficulty, Engineer McFarlane wrote. The vessel was towed to a British port and surveyed for repairs. The crew escaped injuries and loss of life.

PORT TOWNSEND, Wash., Jan. 30.—(Special.)—The steamer Alaska of the Alaska Steamship company's fleet sailing today for Seward will call at Haines and Skagway in addition to her regular ports of call in southeastern Alaska. This change is due to the heavy freight offerings being taken off the Skagway route temporarily for general overhauling preparatory to the opening of the excursion season north.

With general cargo and a shipment of explosives, the steamer Latouche sailed today for southwestern Alaska ports. The steamer Redondo, also of the Alaska Steamship company, sailed today for southeastern Alaska, making three vessels of that company sailing today for the north.

Spanish influenza has made its appearance among the sailors on the war vessels stationed in the Puget sound navy-yard. During the past few days 300 men afflicted with the "flu" have been taken from the vessels and placed in the naval hospital in Bremerton. The disease is in a mild form, thus far no deaths having been reported.

The United States engineer steamer General Wilson, which has been stationed at Fort Warren for some months, has been ordered to the Columbia river for service. She will be stationed at Astoria.

Loaded with cotton, steel, canned salmon and lumber the United States shipping board vessel West Jessup sailed today for ports in the orient on her maiden voyage.

The steamer Highe, which underwent her trial trip Thursday in a satisfactory manner, will load 4,000,000 feet of lumber for Taku Bar. The big craft has been assigned to Strachan & Dixon for management and operation. She will begin loading Monday. Captain W. F. Eckhart will command the Highe.

SAN PEDRO, Cal., Jan. 30.—(Special.)—The steamer West Niger has been given her final inspection and trial here and will sail tomorrow for San Francisco for delivery to the United States shipping board. The vessel was built by the Southwestern Shipbuilding company.

Local fish canneries were busy yesterday and today working day and night in an attempt to pack the catch of sardines which has been keeping fishermen busy in the last few days.

Fully 400 tons of sardines were received by the canners here. The operators report the market good, with heavy demand for ovals and quarter oils. One launch made a remarkable catch, surrounding a school of sardines and gathering 100 tons.

T. Tasake, a Japanese fishing boat-builder here, today denied that Japanese were entering the boat-building market here by underbidding the American boat builders. He declared that all Japanese boat builders are members of the Japanese boat builders' union, which regulates the wages of carpenters, which are $6.50 per day.

The steamer Lake Farrar, under charter of Robert Dollar, will sail direct from here to Shanghai, China. She will sign a new crew soon. Her old crew went when she put in here for repairs several days ago.

The Ophis sailed from Tacoma October 15 with a load of flour dispatched by W. R. Grace & Co. to the Baltic. The vessel is operated for the shipping board by A. M. Gillespie & Co.

Performing in a highly satisfactory manner, the new steel steamship Highe, 7500 tons, built by the Todd Drydock & Construction corporation here, had her preliminary trials over the regulation Puget sound course yesterday and returned to the yard of her builders for the installation of her furnishings and fittings.

Captain W. F. Eckhardt, formerly in the service of the Garland line as master of the steamship Justin and other vessels in oriental service, has been named master of the Highe.

With Captain Eckhardt in the new ship will be Joe Ross, chief engineer, and First Officer H. Street, both well known on the Columbia river. Ross for many years was engineer of the tugs Tatoosh and Pioneer.

The Highe has been assigned to Strachan & Dixon for management and operation and will begin loading lumber for the orient probably Monday. The vessel has a capacity of approximately 4,000,000 feet, which will be taken at Mukilteo, Port Ludlow and Tacoma. Her destination will be Taku Bar, the old Chinese port of Tientsin.

COOS BAY, Or., Jan. 30.—(Special.)—The steam schooner Yellowstone arriving from San Francisco this morning at 7:20, had general freight cargo, including an oil shipment. The Yellowstone is taking a lumber cargo at the North Bend Mill & Lumber company dock.

The steam schooner Martha Buehner is due tomorrow from the south for lumber.

The steamer Johanna Smith arrived this afternoon from Bay Point and San Francisco and will ship her lumber cargo at the Smith electric dock.

ASTORIA, Or., Jan. 30.—(Special.)—The emergency Burger steamer, built at the Rodgers yards and equipped here at Astoria Marine Iron works plant, left at 5:30 this morning for Portland, where she will be turned over to the shipping board.

The steam schooner Trinidad sailed at 1:30 today for San Pedro with lumber from the Hammond mill.

The steam schooner Tahoe is due from San Francisco, with freight, and will proceed to Portland.

Marine Notes.

The shipping board steamer Duquesne, undergoing repairs at the plant of the Pacific Marine Iron works, is slated to shift at 7:30 o'clock this morning to the port of Portland drydock for work below the bridge.

The steam schooner Nome City, of the Charles Nelson fleet, which brought a quantity of sugar and other freight from San Francisco, has been loading lumber for Dant & Russell at the St. Johns Lumber company's mill, is expected to finish loading today and put to sea for the return trip.

The barkentine George U. Hind has started loading.

Waterfront experts are beginning to speculate on the probable date of arrival here of the schooner Mindoro, which left San Francisco to sail to the Columbia river January 25. The schooner has already been five days en route. This trip has been made by a sailing vessel in three days, and it has also taken more than three weeks.

The wooden steamer Clackamas, balasted and stored, is awaiting loading orders at municipal dock No. 1. The Clackamas is expected to engage in the usual trade of lumber or ties to the United Kingdom.

Tides at Astoria Saturday.

High.	Low.
9:03 A. M....8.9 feet	2:59 A. M....3.6 feet
10:40 P. M....8.6 feet	4:27 P. M....0.0

SHIP BOARD PRICES DECLARED TOO HIGH

Reduction From $225 to $100 a Ton Wanted.

ENGLAND'S COST LOW

U. S. Government's Policy of Keeping Vessels and Operating at Profit Criticised.

WASHINGTON, Jan. 30.—Shipping board prices on vessels built during and since the war are too high to allow American operators to compete with foreign craft, Frank C. Munson of New York, head of the Munson line, said today before the senate commerce committee considering mercantile marine legislation. Prices would have to be cut from $200 and $225 a ton to $100 flat, he said, to permit the 100 odd American ship operators to get established.

Great Britain is selling government ships at $125 a ton, he said, and the resulting difference in capital costs would make it $200,000 a year cheaper to operate a British boat than an American boat in the same trade.

About 75 per cent of the shipping board vessels would be taken at the price he named, he said, if operators were given a time payment plan of purchase.

Criticising the policy of the shipping board in keeping vessels and operating them at a profit, he declared that the money was being used to make the costs of the war constructed vessels appear lower. Private operation, he said, would result in greater profits than made by the board.

Munson also asked the committee to consider the plight of the 130 or more shipyards in the United States which would "face bankruptcy," as he put it, when government contracts expired. If private ownership was allowed to get established now, he said, the yards could be kept busy in building special types of ships to round out the existing merchant marine.

"There is a shortage now of the express type of combination passenger and freight boats," he said, "especially in the far eastern trade. That service will develop greatly, in my judgment, during the next few years if Americans establish lines out of Pacific ports and compete with the Japanese."

30 SHIPS TO BE DISTRIBUTED

Former German Vessels Not to Be Sold to Any One Company.

WASHINGTON, Jan. 30.—Fair distribution among American shipping companies of the 30 former German passenger ships offered for sale by the shipping board will be the policy followed by the board, and no one concern will be permitted to acquire the whole fleet, Chairman Payne said today.

The International Mercantile Marine has entered several proposals for the purchase of different groups, and one bid for the entire lot, but the board will not sell all the ships to any one corporation or combination, the chairman explained.

No decision has been reached by the board as to whether the bids recently submitted represent a fair price, and if the result of the board's investigations is unfavorable Chairman Payne intimated that the bids would be rejected and the liners might be put up at auction.

STEEL SHIP TO TAKE DIP

BEARPORT TO BE LAUNCHED AT VANCOUVER TODAY.

9600-Ton Steamer to Be Loaded With $1,000,000 Cargo of Flour for Armenian Republic.

The 9600-ton steamer Bearport, the last steel vessel to be built for the Emergency Fleet corporation on the Columbia river, is to be launched from the Standifer Construction company's ways at Vancouver at 12:30 o'clock this afternoon, and Samuel C. Lancaster, state chairman, and most of his organized campaign forces will go to Vancouver to see the big boat take her maiden dip. The Bearport is to be loaded with a $1,000,000 cargo of Oregon flour which has been bought by the newly-organized Armenian republic from the United States, on credit, for distribution to the starving Armenian population, and the local near east relief campaign leaders, co-operating with the Standifer company and the United States Grain corporation, will endeavor to break all records in loading and dispatching the Bearport, after the launching.

Mrs. Mabel Stuart, of 390 East Forty-fifth street North, will act as sponsor for the Bearport, costumed as Columbia, and Mrs. O. F. Lamson of Seattle, native of Armenia, will take part in the ceremonies, representing Armenia. Another representative of Armenia will be Nerses Cartozian, 17-year-old Armenian boy scout, who recently arrived in Portland. Nearly 300 local boy scouts, with their 80-piece fife and drum corps, will act as an escort. Five army trucks and three big Tyrell buses will transport the boy scouts to and from the launching.

DAVID P. WALL TAKES MUNRA

Steamer Expected to Carry Ties to United Kingdom.

Captain David P. Wall has been appointed master of the wooden steamer Munra, it was announced yesterday by the Columbia-Pacific Shipping company, to whom the vessel has been assigned for operation. The Munra is expected to carry ties to the United Kingdom.

Captain William A. Gallagher, commander of the wooden steamer Dertona, which carried a record cargo of 1,600,000 feet of ties to Philadelphia, has been appointed by this company as master of the steamer Bearport, which will take a cargo of flour to Armenia.

BARKENTINE HIND IS LOADING

Captain E. Larson Is Coming to Relieve Captain Carlsen.

The barkentine George U. Hind started loading lumber for South Africa yesterday morning at the Inman-Poulsen mill. Captain E. Larsen, former master of the schooner Mindoro, is coming to Portland to relieve the present master, Captain N. P. Carlsen, according to word received by Captain Carlsen yesterday. Carlsen says he will stay with the Hind, however, until she finishes loading, and then will put her topmasts back where they belong.

It was necessary to unstep her topmasts in order to get her through the Hawthorne bridge, as the barkentine measures 160 feet from her water line to the top of her highest mast. On leaving here, Captain Carlsen will return to his shore job at Eureka, Cal., where he is engaged in fitting out ships for the Ralph Shipbuilding company.

TENDER HUNT GIVEN UP

Three Concrete Boats Believed Sunk or Far North.

ASTORIA, Or., Jan. 30.—(Special.)—The derelicts have disappeared and have either gone to the bottom of the sea or are many miles to the north and far off shore. That is the report brought by the coast guard cutter Algonquin and the tug Slocum, which returned today after an unsuccessful search for the concrete water tenders. Captain French, Captain Hammond and Captain Colquahoun, which were lost last Sunday and Monday while being towed to San Francisco by the tug Slocum. The Algonquin has been cruising outside since last Tuesday and the Slocum crossed out Wednesday morning. The coast guard cutter Snohomish from Port Angeles also joined in the search, but without success.

DISSOLUTION IS REQUESTED

Reed Engineering Works Organized to Replace Motorship Firm.

VANCOUVER, Wash., Jan. 30.—(Special.)—The Motorship Construction corporation has filed a motion for dissolution of the corporation, its usefulness having ceased, and a new company, the Reed Engineering works, has been organized to take over the plant and continue the business of boat building, Merrill A. Reed, who formed the first company, is president and general manager of the new company.

Hearing on the petition has been set for March 29 before Judge R. H. Back of the superior court of Clarke county.

Movements of Vessels.

PORTLAND, Jan. 30.—Arrived at 3 A. M., steamer Admiral Goodrich, from San Francisco via Eureka and Coos bay. Arrived this afternoon, barge 95, from San Francisco.

ASTORIA, Jan. 30.—Sailed at 6 last night, steamer W. F. Herrin, for San Francisco. Left up at 5 A. M., steamer Munra. Sailed at 5 P. M. yesterday, steamers Daisy Putnam, for San Pedro and San Jacinto, for San Francisco. Arrived at 9 A. M., U. S. cutter Algonquin, and at 11 A. M. tug Slocum, and they report there is nothing left of concrete water tenders except wreckage.

SAN DIEGO, Cal., Jan. 30.—(Special.)—Arrived—Steamers Santa Barbara, from Portland; Wapama, from Seattle; Flavel, from Eureka; Queen, from Seattle.

Sailed—Steamers Tiverton for Portland, Clarement for Columbia river. Barge 91, in tow of tug Standard No. 2, for San Diego.

SAN FRANCISCO, Jan. 30.—Sailed at midnight, steamer Daisy Freeman, for Portland; barge Charles Nelson, in tow steamer Saginaw, for Columbia river; steamer Silver Shell, for Portland. Arrived at 9 A. M., U. S. steamer Marica, from Portland.

PORT SAN LUIS, Jan. 30.—Arrived—Steamer Oleum, from Portland.

SAN PEDRO, Jan. 29.—Arrived—Steamers Daisy Matthews and Santa Barbara, from Columbia river. Sailed—Steamer Claremont, for Columbia river.

PHILADELPHIA, Jan. 29.—Arrived—Steamer Manham, from Portland, Or.

SEATTLE, Wash., Jan. 30. — Arrived — Steamers Admiral Rodman, from Ocean Falls, B. C.; Dilworth, from Richmond; Admiral Dewey, from San Diego via San Francisco; Fulton, from Powell River, B. C. Departed — Steamers Robin Gray, for Kobe; Yellowstone, for Freedom, for San Pedro via San Francisco; Alaska, for southwestern Alaska; Amur, for Vancouver, B. C.; West Jessup, for Hong Kong; Redondo, for southeastern Alaska.

TACOMA, Wash., Jan. 30.—Arrived—Steamers Tyee, from British Columbia ports; Schooner Chillewack, for Vancouver, B. C.; Rainier, for San Francisco; Horace X. Baxter, for Du Pont.

SAN FRANCISCO, Jan. 30.—Arrived—Steamers Mount Vernon, returned to port for repairs; Elkhorn, from Honolulu; U. S. S. Elliot, from cruise; Marcia, from Astoria; Uniuna, from Cape Albico. Sailed—Steamers Daisy Freeman, for Portland; Wahkeena, for Portland; Valdez, for Seattle; Silver Shell, for Portland; Hartwood, for Columbia River; Nile, for Hong Kong; Rose City, for Portland; Carmel, for Grays Harbor.

YOKOHAMA, Jan. 30. — Arrived — West Jena, from Seattle.

U. S. Naval Radio Reports.

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

MERIDIN, Seattle for Honolulu, 95 miles from Cape Flattery, 8 P. M., Jan. 29.

ACME, Shanghai for San Francisco, 1608 miles west of San Francisco.

RICHMOND, towing barge 95, Richmond for Honolulu, 1608 miles west of San Francisco.

ADMIRAL SCHLEY, San Francisco to Seattle, 332 miles from San Francisco.

CELILO, Seattle for San Francisco, 50 miles south of Cape Blanco.

CAPT. A. F. LUCAS, Latouche for Richmond.

WAHKEENA, San Francisco for Portland, 145 miles north of San Francisco.

ERNEST H. MEYER, Columbia river for San Diego, 155 miles north of San Francisco.

SILVER SHELL, Martinez for Portland, 169 miles north of San Francisco.

PRESIDENT, Seattle for San Francisco, 70 miles from Seattle.

EL SEGUNDO, San Pedro for Point Wells, 42 miles west of Point Wells.

LA TOUCHE, off Gabriola reef northbound.

ELDRIDGE, Yokohama for Seattle, 230 miles from Seattle.

ELLOBO, Vancouver for San Francisco, 80 miles north of Cape Blanco.

CORDELIA, Vancouver for San Luis, 691 miles from San Luis.

LYMAN STEWART, Seattle for Oleum, 462 miles from Oleum.

SIERRA, Bellingham for Callao, via San Francisco, 55 miles south of Tatoosh.

ADMIRAL NICHOLSON, Seattle for San Francisco, 120 miles south of Cape Flattery.

WINDBER, San Francisco for Seattle, off Umatilla lightship.

PROVIDENCIA, San Francisco for Tacoma, 336 miles north of San Francisco.

SACREM, San Francisco for Honolulu, 816 miles from San Francisco at 8 P. M., January 29.

MATSONIA, San Francisco for Honolulu, 461 miles from San Francisco.

LOS ANGELES, Antofagasta for San Pedro, 1134 miles south of San Pedro.

KLAMATH, San Francisco for San Diego, 125 miles south of San Francisco.

SPOKANE, San Francisco for Wellington, 95 miles from San Francisco.

HARTWOOD, San Francisco for Grays Harbor, 77 miles north of San Francisco.

VALDEZ, San Francisco for Seattle, 80 miles north of San Francisco.

WILLAMETTE, from San Francisco for Seattle, 110 miles north of San Francisco.

ROYAL ARROW, from Shanghai for San Francisco, 385 miles west of San Francisco.

W. F. HERRIN, from Portland for San Francisco, 330 miles from Portland.

F. R. BUCK, from Everett for Monterey, 123 miles from Everett.

A. BREA, at Port San Luis, sailed about 6 A. M. Saturday for Vancouver.

AVALON, from San Francisco for Raymond, 30 miles north of San Francisco.

FRED BAXTER, from Seattle for Redondo, 275 miles from Redondo.

Columbia River Bar Report.

NORTH HEAD, Jan. 30.—Condition of the bar at 5 P. M.—Sea obscured; wind south, 18 miles.

Quakes Felt in Mexico.

MEXICO CITY, Jan. 30.—Earthquake shocks were felt in the city of Vera Cruz and in the vicinity of Chalchicomula, state of Puebla, last night, according to reports reaching this city.

HIGH WOOL PRICES AGAIN LOOKED FOR

Market Opening at About Last Year's Quotations.

CONTRACTING OFFER MADE

Demand So Far in This Section Is Only for Fine Wools—Growers in No Hurry to Sell.

Sheepgrowers in the northwest have every reason to look forward to a good season. Stock has wintered well, wool prices are certain to be high and sheep were never in stronger demand.

There is much talk of contracting for wool on the sheep's back, but little actual business has been reported in this section as yet. There are rumors of offers as high as 60 cents having been made in Idaho and strong prices are known to have been quoted in sheep deals. In the Wallowa section 53 cents was bid for fine wool and not accepted. There were also offers at 50 cents for fine Washington wools. No demand at all appears to exist here for medium. There has been the usual heavy early contracting in Nevada and about 100,000 fleeces were bought around 50 cents.

The eastern markets have been ruling particularly firm on fine wools. A trade report from New York says:

"The raw wool trade has been piling up evidence during the last week which leads dealers to trust the stability of their market. They argue that supplies in dealers' hands are not large; that in fine grades the stock is almost at the point of disappearance. They see manufacturers bidding against each other at auctions for fine combing wools grading 60s and upward. Geelong super went 70s to 80s, for example, brought $2.87 on the scoured basis in Boston last Wednesday. It happens that that lot went to a dealer, but most of the fine wools went to mills, it was said.

"New importations are not being made by American interests at the usual rate. The coarser wools which are available in Buenos Ayres are not attractive to buyers despite the fact that prices are lower than they have been on cross-breds for two years. When one grade was offered at 30c, c. and f. Boston, the buyer would not operate, saying that he would get what he wanted at 30c or 32c. The fine wools, such as are in demand here, are scarce and high priced on the southern continent. At the cape they are also high, fine 12 months figuring about $2.38, c. i. f. Boston.

"Domestic woolgrowers are determined to hold their wool for good prices this year. Dealers are uncertain whether it is desirable to contract now at the best price possible or wait. The conservative dealer believes it best to wait."

HIGHER BIDS ON FEED GRAINS

Local Market Is Firmer, but No Business Is Reported.

There was a firmer feeling in the feed grain market yesterday and trading was light. Corn bids at the Merchants' Exchange were raised 25@50 cents. Offers for oats ranged from unchanged to $1 higher. There was no barley done.

Weather conditions in the middle-west, as wired from Chicago: "Northern Illinois, cloudy, cool; Omaha, cloudy, cold; eastern Iowa, partly cloudy and cold, rest of belt, cloudy and warmer. Forecast: Illinois, Missouri, Wisconsin, Iowa, South Dakota, Nebraska, Kansas, fair tonight and Saturday, not much change in temperature. Minnesota, fair in south and Saturday warmer; North Dakota, mostly cloudy tonight and Saturday, rising temperature.

Terminal receipts, in cars, were reported by the Merchants' Exchange as follows:

	Wheat.	Barley.	Flour.	Oats.	Hay.
Portland, Fri.	25	1	19	....	3
Last year	....	....	....	....	....
Season to date	5696	167	2646	388	1163
Year ago	6028	837	1647	577	2331
Tacoma, Thurs	14	....	....	....	....
Last year	2	....	....	2	3
Season to date	4662	68	....	159	624
Year ago	4504	22	....	131	944
Seattle, Thurs	8	....	1	10	2
Year ago	8	....	3	1	2
Season to date	4298	218	493	528	976
Year ago	4602	51	950	489	2099

ONLY LOW GRADE APPLES SELLING

No Local Demand at Present for High-Priced Fruit.

The little business done in the local apple market yesterday was in the cheaper grades of fruit at prices ranging from $1 to $1.50. Few quotations over $2.50 were made on the best offerings. Shipments of Oregon apples Thursday were 29 cars.

Yakima wired f. o. b. carlot quotations on Winesaps, medium to large, extra fancy at $2.60, fancy at $2.40 and choice at $2; Romes, extra fancy at $2 and choice at $1.50.

At the New York auction 1560 boxes of choice Oregon Spitzenbergs sold at $1.90@2.25, an average of $2.10. At Philadelphia a car of Hood River Spitzenbergs, all sizes, fancy, brought $2.60@2.75, an average of $2.65.

ONION MARKET WEAK, DRAGGING

Prices Reduced by Front Street Jobbers to Move Stocks.

The onion market is quiet and at the moment prices are weak. Association growers are holding at $5, the old price, and while there is no shipping demand at this figure, they are hoping that conditions will improve shortly. The street jobbers are asking $5.25@5.50 for Oregons.

In the east, the onion trade during the week was light and dragged with insufficient sales at New York shipping points to quote prices. Middle western stock, yellows, in most consuming markets ranged $6.00@6.50 sacked per hundred pounds. California Australian browns jobbed in Chicago at $5.50@5.75 per hundredweight. Shipments decreased to 255 cars from 291 cars last week. Ohio shipped 80 cars.

SEEDING IN WESTERN OREGON

Barley, Oats and Wheat Mostly Sown in California.

Crop conditions in the Pacific coast district are reported by the weather bureau as follows:

Nevada—Weather mild. Hay plentiful. Idaho—Some surface thawing; light precipitation. Feed getting scarce in many localities.

Washington—Moderate rains melting off snow, leaving ground bare and taking out frost, which is apparently good condition.

Oregon—Some plowing, seeding and gardening in western counties.

California—Drouth with warm days and frosty mornings. Barley, oats and wheat mostly sown, but germination and growth very slow; general rains greatly needed. Plowing for corn progressing.

BUYING PRICE OF EGGS REDUCED

Two-Cent Decline in Card Offers Sent to Country.

There was a moderate jobbing demand for eggs. Sales were made at 51 cents, case count, and candled ranch were held at 50 cents. Cards were sent to the country offering 48 cents delivered for today's receipts. Arrivals were fair.

Cube butter was slow at 57@58 cents. No change was announced in prints, but there was some shading of prices to retailers.

Poultry and dressed meats were firm at former quotations.

Potatoes Are Moving Better.

With the lower prices quoted in the potato market the demand has improved somewhat, but supplies are still large. A car of Oregons was shipped to Dunsmuir.

Idaho Falls, Idaho, reports a weak market with prices lower. Cash prices to growers are $1.75 for Burbanks and $3.00 for Russet Burbanks. The carlot demand was light and there were few sales at $3.90 for Rurals and $4 for Russetts.

Bank Clearings.

Bank clearings of the northwestern cities yesterday were as follows:

	Clearings.	Balances.
Portland	$4,485,968	$1,322,069
Seattle	5,437,464	1,147,132
Tacoma	505,616	81,150
Spokane	2,208,632	672,039

PORTLAND MARKET QUOTATIONS

Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session:

	Bid. Jan.	Feb.	March.
Oats—			
No. 3 white feed	$61.00	$61.00	$61.50
Corn—			
No. 3 yellow	58.50	59.50	59.50

Eastern oats and corn, bulk:

Oats—			
36-lb. clipped	60.00	60.50	61.00
38-lb. clipped	62.00	62.00	62.50
Corn—			
No 3 yellow	59.50	59.75	60.25

WHEAT, Government basis, $2.20 per bushel.

FLOUR—Family patents, $13.15; bakers' hard wheat, $13.75; whole wheat, $12.05; graham, $11.80; valley, $11.40; straights, $11 per barrel.

MILLFEED—Prices f. o. b. mill, city carlage $2 extra. Mill run, car lots or mixed cars, $45 per ton; rolled barley, $73; rolled oats, $66.50; ground barley, $73; scratch feed, $80.

CORN—Whole, $66; cracked, $68 per ton.

HAY—Buying prices, f. o. b. Portland; Alfalfa, $31.50; cheat, $20; clover, $26; oats and vetch, $26; valley timothy, $20@23.

Dairy and Country Produce.

BUTTER—Cubes, extras, 57@58c per lb.; prints, parchment wrappers, box lots, 62c; cartons, 63c; half boxes, ½c more; less than half boxes, 1c more; butterfat, No. 1, 59@60c per pound at stations; Portland delivery, ordinary grades, 62c; A grade, 64c.

EGGS—Jobbing prices to retailers: Oregon ranch, candled, 50c; selects, 55c.

CHEESE—Tillamook, f. o. b. Tillamook; Triplets, 32c; Young American, 33c; longhorns, 32c. Cows and Curry, f. o. b. Myrtle Point: Triplets, 31c; Young American, 32½c.

POULTRY—Hens, 30@32c; springs, 30c; ducks, 35@40c; geese, 20@25c; turkeys, live, 37c; dressed, choice, 49@50c.

VEAL—Fancy, 26c per pound.

PORK—Fancy, 21c per pound.

Fruits and Vegetables.

FRUITS—Oranges, $4.25@6.00; lemons, $6@6.75 per box; grapefruit, $3.25@6.75 per box; bananas, 10@11c per pound; apples, 75c@$3.00 per box; cranberries, $5.00 per box, $15 per barrel.

VEGETABLES—Cabbage, 5½@6½c per pound; lettuce, $3.50@4.00 per crate; beets, $3.50 per sack; cucumbers, $2.00@2.25 dozen; carrots, $1.75 per sack; celery, $11@11.50 per crate; horseradish, 15c per pound; garlic, 40c per pound; turnips $3.50 per sack; cauliflower, $2.25@3.25 per crate; tomatoes, $4.50@5.00 per box; onions, 5¾@6½c per pound; parsnips, $3.50 per sack; artichokes, $2.00 per dozen.

POTATOES—Oregon, $4@4.50 per sk.; Yakima, $4.50@5; sweets, 8c per pound.

ONIONS—Oregon, 5½@5½c per pound.

Staple Groceries.

Local jobbing quotations:

SUGAR—Sack basis: Cane granulated, 15.90c per pound; beet, 11.27c; extra C, 15.50c; Golden C, 15.40c; Yellow D, 15.30c; cube, 16.50c; powdered, 16c.

NUTS—Walnuts, 32@39c; Brazil nuts, 30c; filberts, 35c; almonds, 35@38c; peanuts, 15@15½c; chestnuts, 25c; pecans, 32c; hickory nuts, 15@16c; cocoanuts, $2 per dozen.

SALT—Half ground, 100s, $17 per ton; 50s, $18.50 per ton; dairy, $25@28 per ton.

RICE—Blue Rose, 7c per pound.

BEANS—White, 8¼c; pink, 8¼c; lima, 17c per pound; bayous, 10c; Mexican red, 8c per pound.

COFFEE—Roasted, in drums, 39@51c.

Provisions.

Local jobbing quotations:

HAMS—All sizes, 34@37c; skinned, 27@35c; picnic, 27@28c; cottage roll, 30c.

LARD—In tierces, basis, 30½c; compound, 28¼c per pound.

DRY SALT—Short, clear backs, 28@32c; plates, 23c.

BACON—Fancy, 41@50c; standard, 33@39c.

Hides, Pelts and Furs.

HIDES—Salted, all weights, 22@27c; green, 17@23c; calf, green or salted, 65@75c; kip, 35c; bulls, salted, 18c; green, 13c; horse hides, small, $3, medium, $4.50, large, $6@7; dry hides, 35c; dry salted, 29c; dry calf, 65@75c; dry salted calf, 60c.

PELTS—Green, salted, each, $2@3, green salted shearlings, each, 50c@$1; dry pelts, full wool, per pound, 32c; dry short wool, per pound, 25c; dry shearlings, each, 25@50c; kip and calf, per pound, 30@35c; stained goat shearlings, 25c@$1; dry goats, long hair, per pound, 25c.

FURS—Good grade, extra large, large and medium sizes: Skunk, black, $3.75@4.50; skunk, $2.75@3; narrow, $2@3; broad, 75c@$2.25. Fox, red, $10@45; gray, $2@6; raccoon, $2.50@8; mink, dark, $4@10 ordinary, $2.50@6; winter muskrat, $1@3.50; weasel or ermine, $5@20; otter, $8@20; average, $5@13; white weasel or ermine, 50c@$2; lynx, heavy furred, $15@65; ordinary, $15@50; lynx cat, heavy, $5@13, ordinary, $2@5; otter, dark, $11@25, ordinary, $8@21; marten, pale, brown