STEAMER HWAH WU HAS POLYGLOT CREW

Chinese Republic Steamer First to Enter River.

ENGLISH LANGUAGE USED

Queer Hogs and Lark Which Speaks Five Tongues Complete Unusual Complement.

The Chinese steamer Hwah Wu, meaning, in the official language of the Celestial republic, merely steamship No. 5, arrived at municipal terminal No. 4 shortly before noon yesterday with a varied cargo and as cosmopolitan a personnel as has ever visited this port. The Hwah Wu is the first vessel flying the flag of the new Chinese republic to enter the Columbia river.

Captain E. Dye, master of the Hwah Wu, professes to be a Norwegian. The chief engineer, W. R. Cameron, as well as the two assistant engineers, are Scotch. The first and third officers are Esthonians and the second officer is a Lett. Three Chinese naval officers, accompanying the vessel to study merchant marine affairs, and a crew of 55 orientals complete the ship's complement, with the exception of two Chinese hogs similar to the Arkansas' razorback variety, a few hens and a songbird known as the Tientsin lark, said to be a rare bird found only in one province of north China.

Lark Speaks Five Tongues.

English is the official language of the ship, though it is the native tongue only of the engineers. The lark, which occupies a station on the bridge and speaks as well as sings, is said to have mastered bits of five languages on the voyage.

In local port history the Hwah Wu holds an important place not only because she is the first vessel of the Chinese republic to come here, but also because she has the first large consignment of oriental vegetable oil to be brought to Portland. The stevedores unloading the Hwah Wu expect to work down to the oil part of the cargo by tomorrow afternoon, at which time it will be transferred from its cases and barrels through the new bulking table at municipal terminal No. 4 into the steel storage tanks which have been awaiting such a cargo since they were completed.

Ship Originally English.

Besides the vegetable oils, the Hwah Wu has about 1800 tons of general freight, including 5987 sacks of peanuts, a quantity of antimony and other oriental products.

The Chinese steamer has an interesting history. She was built in 1898 at Stockton, England, as the British steamer Mayflower. She later was sold to German interests and operated between Germany and the Orient as the German steamer Albenga. She was seized by the Japanese at the outbreak of the war, and was taken over from Japanese control by the Chinese republic only six weeks ago in Shanghai harbor, where she started loading the cargo which she is now discharging here.

She left Shanghai April 7 for Taku Bar, and sailed from that port April 15 for Seattle. At Port Townsend she was diverted to this city because of the longshoremen's strike at Seattle. She is under charter to the China Import & Export Lumber company, whose house flag she flies, and is being operated here by the Columbia-Pacific Shipping company.

Officers Veterans of War.

Every one of the officers of the Hwah Wu's polyglot personnel is a veteran of the world war. The chief officer served in submarines of the Russian fleet for four years in the Baltic. He converses easily with his fellow-officers in Russina or his native Esthonian, speaks Chinese to the crew and English and Russian to visitors. The second officer also saw service as an officer of the Russian navy. The third officer of the Hwah Wu was a captain in the Russian Caucasus army and was twice wounded in action.

Chief Engineer Cameron of the Hwah Wu is a native of Scotland and a veteran of the China coast steamship service. At the outbreak of the war he went to Vancouver, B. C., in order to volunteer for service in the British navy. He was in active service for four and a half years of the war, and for ten months was chief engineer of the British blister-cruiser Thescus, bombarding daily up and down the Dardanelles. As evidence of the poor marksmanship of the Turkish gunners, he offers the fact that during the ten months of this service only three shells passed through his vessel. The two assistant engineers also served in the British navy.

Livestock Is Distinctive.

The livestock of the Hwah Wu is as distinctive as her personnel. The ship's hog, a rangy, long-haired creature built along the general lines of a destroyer, is not intended for pork, according to the Chinese naval officers abroad, but is a mascot. Oldtimers along the waterfront say that because of an ancient superstition among Chinese sailors, they will not put to sea in any vessel that does not carry pork on the hoof.

The Tientsin lark surpasses Galli-Curci in tone placement and throat control. Pilot R. Sandstrom, who brought the Hwah Wu up the river from Astoria yesterday morning, was surprised to hear a cat mew a few feet from his ear. Turning, he saw only the little lark in its cage. During the vessel's first hour in port, the bird imitated a cat and a canary perfectly, warbled a sweet song of its own, and chattered a few words in Russian and Chinese.

Daily Schedule Announced.

The steamer Harvest Queen, operated between Portland and Astoria by the O.-W. R. & N. company, which has been making three trips a week, will run on a daily schedule beginning next Sunday, it was announced yesterday by the passenger department of the railroad. On her new schedule the Harvest Queen will leave the Ainsworth dock at 8 o'clock every evening except Saturday for Astoria, leaving Astoria on the retrun trip at 7 o'clock every morning except Sunday.

Movements of Vessels.

PORTLAND, May 12.—Arrived at 11:30 A. M.—Chinese steamer Hwah Wu, from Taku Bar via Shanghai.

ASTORIA, May 12.—Arrived at 7:50 and left up at 11:30 last night—Chinese steamer Hwah Wu, from Taku Bar via Shanhai. Arrived down at midnight—Steamer Abercos. Arriver down at 1 A. M.—Barge Acapulco. Sailed at 9:55 A. M.—Steamer Daisy Freeman, for San Pedro. Sailed at 9:15 A. M.—Steamer Rose. Arrived at 9:15—Tug Relief, from San Francisco. Arrived at 12:10 P. M.—Steamer Solano, from San Francisco.

SAN FRANCISCO, May 12.—Arrived—Steamer Steelmaker, from Portland for London; steamer Capt. A. F. Lucas from Astoria; steamer El Segundo, towing barge 93, from San Pedro. Arrived at 10 A. M.—Steamer Rose City from Portland.

SAN PEDRO, Cal., May 12.—(Special.)—Arrived—Steamers Bertie M. Hanlen, from Albion, 2 A. M.; Klamath, from Seattle, 7 A. M.; Whittier, from Port San Luis, 3 A. M.; Helene, from Grays Harbor, 7 A. M.; Kiyo Maru, from South America, 6 A. M.; President, from San Francisco, 11 A. M.; Daisy Matthews, from Portland, 12 noon; Elkridge, from Baltimore, 8 A. M. Sailed — Steamers President, for San Francisco, 10 P. M.; Queen, for San Diego, 10 A. M.; Idaho, for Grays Harbor, in the night; J. A. Moffett, for Puget sound, 2 P. M.

SAN FRANCISCO, Cal., May 12.—Arrived—Chehalis, from Grays Harbor; Rose City, from Astoria; Captain A. F. Lucas, from Ketchikan.

SEATTLE, Wash., May 12.—Arrived—Lyman Stewart, from Port San Luis; Admiral Rodman, from southeastern Alaska; Eastern Tempest, from Kobe.

Departed—Argyll and Lyman Stewart, for Port San Luis.

TACOMA, Wash., May 12.—Arrived—Eastern Gale and Admiral Dewey, from San Francisco; Skagway, from Alaska.

Departed—Liverpool Maru (Japanese), for oriental ports; Admiral Goodrich, for Alaskan ports; Nome City, for Port Angeles; Admiral Dewey, for San Francisco.

$3000 Fines Paid by Ships.

ABERDEEN, Wash., May 12.—(Special.)—Three thousand dollars have been paid in penalties by owners of vessels entering this port for violations of section 13 of the Seaman's act. Half of the amount, however, it is stated, has been remitted to the owners of the steamers Carlos and Helene and the schooner Robert R. Hind on appeal to the secretary of commerce and labor. The section covers the percentage of able-bodied seamen required to man ships of more than 100 tons.

STRIKE RAPIDLY ENDING

NEARLY 1200 MEN BACK AT WORK ON SEATTLE PIERS.

Failure of Longshoremen's Walkout Said to Be Due to Lack of Solid Support.

SEATTLE, Wash., May 12.—(Special.)—With nearly 1200 men at work on the piers and terminals, vessels being loaded and discharged with greater dispatch and many union men appearing for jobs, conditions on the water front were much improved today and the prediction was freely made that the strike of the Seattle local of the International Longshoremen's association would soon be at an end.

Representatives of the Water Front Employers' union said approximately 200 additional men appeared at the piers and terminals this morning ready to join the gangs which were loading and discharging vessels operating in the coastwise, Alaska and overseas trades. Many of the men were members of the union, but they were not wearing their union buttons when they made application for work.

"Every pier has been gaining men and cargo is being handled with greater dispatch than at any time since the strike of longshoremen began," said a representative of the Water Front Employers' union at noon today. "The strike is disintegrating rapidly and will soon be over. The work will be done more efficiently and vessels are sailing on time."

Reports were current on the water front that the charter of local 38-12, International Longshoremen's association, had been revoked by the international. It also was reported that the conservative element of the longshoremen had withdrawn from the local and would organize a union of their own. They blame the radicals in the longshoremen's association for being responsible for the strike, which had not been authorized by the officers of the international.

Many desertions from the ranks of the strikers are explained by the statement that the strike is not solidly supported by union labor and that the checkers' local has not assisted the longshoremen and truckers in their efforts to force the list system on the water front. The checkers voted unanimously to remain at work after receiving instructions from their district president.

U. S. Naval Radio Reports.

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

HERCULES, San Francisco for Willapa Harbor, and KOHALA, 275 miles north of San Francisco.

JOHANNA SMITH, Coos Bay for San Francisco, 344 miles north of San Francisco.

CITY OF TOPEKA, Coos Bay for San Francisco, 10 miles south of Coos Bay.

ADMIRAL SCHLEY, Seattle for San Francisco, 280 miles north of San Francisco.

TATOOSH, towing barge No. 91, Richmond for Grays Harbor, 160 miles from Grays Harbor.

GOVERNOR, San Francisco for Seattle, 110 miles from Seattle.

FRED BAXTER, San Francisco for Seattle, 400 miles from Seattle.

ARGYLL, Seattle for Oleum, 710 miles from Oleum.

PALADO, James Island, B. C., for Vancouver.

FRANK H. BUCK, Monterey for Everett, 525 miles from Monterey.

ADMIRAL NICHOLSON, Port San Luis for Santa Barbara, 10 miles from Santa Barbara.

IDAHO, San Pedro for Grays Harbor, 85 miles west of San Pedro.

MOFFETT, San Pedro for Powell River, 54 miles from San Pedro.

ADMIRAL PARRAGUT, Wilmington for San Francisco, 95 miles south of San Francisco.

WAHKEENA, San Pedro for San Francisco, 131 miles south of San Francisco.

Columbia River Bar Report.

NORTH HEAD, May 12.—Condition of the sea at 5 P. M., smooth. Wind, northwest, 30 miles.

Tides at Astoria Thursday.

High Water.	Low Water.
8:44 A.M.....6.4 ft.	3:06 A.M.....2.5 ft.
9:17 P.M.....8.1 ft.	2:51 P.M.....2.0 ft.

Obituary.

SALEM, Or., May 12.—(Special.)—Conrad William Boeschen, aged 78, for many years a resident of Oregon, died here Monday night. Mr. Boeschen was born in Germany in the year 1842, but came to the United States at the age of 17 years. After passing a few years in California he moved to Portland and later to Salem. He was a charter member of the Centenary Methodist church of Portland, and at the time of his death was a member of the First Methodist church of this city.

Besides his widow Mr. Boeschen is survived by one grandchild, Arthur C. Boeschen. Funeral services will be held in Salem tomorrow.

CHEHALIS, Wash., May 11.—(Special.)—J. V. Warne, for 30 years a well-known citizen of Winlock, died Sunday, his funeral being held Tuesday in that city. Mr. Warne was a druggist, 75 years of age. His widow, three sons and two daughters are living.

Company to Operate in Oregon.

SALEM, Or., May 12.—(Special.)—The Charles H. Lilly company, organized under the laws of Deleware today was granted a permit to operate in Oregon by H. J. Schulderman, state corporation commissioner. The capital stock is $1,156,000 and Horace Cushing, of Portland, is attorney in fact.

Read The Oregonian classified ads.

ORIGINAL EXCUSES FAIL TO CONVINCE

Court Declines to Believe Liquor Dug From Sand.

FINES ARE $10 A BOTTLE

Stuff Found on Prisoners Japanese Concoction Resembling Whisky and Labeled "Scotch."

"Alibis" of an original character were related to Municipal Judge Rossman yesterday when nine men arrested at the St. Johns municipal terminal on charges of violating the prohibition law by having liquor in their possession attempted to explain just how they happened to have it. Two swore they had dug the bottles out of the sand while working on the dredger nearby. Another declared he was taking his four bottles home as medicine for his wife and children. All denied that they had secured the liquor for mere use as a beverage.

Judge Metes Out Fines.

When all the evidence was in Judge Rossman meted out fines at the rate of $10 for every bottle found in the possession of the various prisoners.

"If any of you were willing to admit that you purchased the liquor for beverage purposes I would almost be inclined to release you," he told them.

R. Lauden, longshoreman, was fined $40; E. R. Snyder and D. M. McCauley, employed on the dredge, $10 each; B. Garrison, who operates a jitney to the municipal terminal, $20; H. S. Reithenberg, boilermaker employed at the terminal, $20; H. Yashi, Japanese, $20; and K. Ita, another Japanese, $75. The judge released J. Donovan, a longshoreman, and S. Mao, a Japanese.

The nine men were arrested in a raid by members of the St. Johns police department under the leadership of Sergeant Crane after they were believed to have secured liquor from the Japanese steamer Kaisho Maru, which docked at the terminal yesterday morning. The steamer itself was not searched owing to the recent edict issued by representatives of the revenue department against such a practice on the part of the police, it was announced.

"Judge, we were digging around the dredger pipe and all of a sudden we unearthed a couple of bottles of Scotch. That's how we happened to have the bottles of liquor when we were picked up," declared Snyder and McCauley.

Court Skeptical About Sand.

"You want me to believe that?" asked the judge. "If that sand out there yielded that sort of stuff there would be a greater rush to that vicinity than was ever experienced during the gold excitement in California and Alaska."

Lauden admitted that he purchased four bottles of the liquor at $10 a bottle but swore that he bought it for medicinal purposes and was taking it home to keep in case his wife or two children might be ill.

"No working man could afford to pay $10 a bottle for something to drink," he argued.

The liquor, about 30 bottles of which was secured, was declared to be a Japanese concoction something like whisky placed in bottles labeled "Scotch."

SHIPYARD MEN WANT LIFT

Workers in Government Plants Ask 40 Per Cent Increase.

WASHINGTON, May 1.—Demand of metal trades workers in all Atlantic coast yards and government shipyards for a wage increase of approximately 40 per cent was announced here today by representatives of the workers, following a conference with Secretary Daniels. They are now receiving 80 cents an hour under an award made in 1918, and contend that the new increase was necessary to meet advanced costs of living.

Secretary Daniels will confer with Chairman Benson of the shipping board and both officials will meet the labor representatives again tomorrow.

Marine Notes.

The steam schooner Egeria, which is being completed from a shipping board hull by a group of Portland men, was refloated from the port drydock yesterday and taken to the Pacific Marine Iron works, where some of her machinery is to be installed. She will go back to the Coast Shipbuilding company's plant in a few days.

The steam schooner Avalon of the Charles Nelson line finished discharging the balance of her cargo at Albers dock No. 3 yesterday and shifted to the Peninsula mill to load lumber for San Francisco.

The steam schooner Wapama went down the river to St. Helens early yesterday morning to load lumber after discharging general freight at the Couch-street dock.

The motorship Avance, burned, sunk, raised and now undergoing repairs at the Albina Engine & Machine works, will be lifted in the Port of Portland drydock today.

The tug relief, which is to tow the barge Acapulco to the west coast of South America, arrived at Astoria yesterday from San Francisco, and will put to sea with the barge this morning.

The steamer Effingham, bringing freight from New York and Boston and chartered to load a full cargo of wheat or flour here, was scheduled to leave New York yesterday for Portland.

The steamer West Nivaria of the Columbia-Pacific North China line shifted yesterday from St. Helens to the St. Johns Lumber company's mill to continue loading for China.

The steamer West Katan, loading for the United Kingdom in the European-Pacific line, will shift today from the Crown mills to the Kerr-Gifford dock to continue.

Pacific Coast Shipping Notes.

SEATTLE, Wash., May 12.—(Special.)—Following a decision yesterday afternoon by King County Judge Clay Allen, ending the receivership for the Meacham & Babcock Shipbuilding company, W. M. Meacham and H. G. Babcock this morning took formal possession of the corporation's big wooden shipbuilding plant on Salmon bay on the order issued by Judge Allen. Receiver Charles G. Heifner turned the yard over to them at 9 o'clock. Mr. Heifner is now preparing a final accounting to the court on his work as receiver.

Part of the plant is occupied under a temporary lease by the National Oil company, which is completing five big wooden ships there.

Mr. Heifner was appointed receiver by Judge Allen in April, 1919, as a result of a petition filed by a committee of creditors. Under the receivership the company completed its shipping board programme of wooden construction for the yard.

Making Seattle the home port of the five big wooden steamships bought by the National Oil company of New York, from the shipping board, the eastern corporation this morning appointed the University Shipping & Trading company as operator and manager of the ships. The vessels are new being completed at the Meacham & Babcock plant outfitting wharf, which was leased for that purpose by the National company.

Fire aboard the steamship Ixion of the Blue Funnel line, Seattle-oriental fleet, while the vessel was in Hongkong, did extensive damage to the cargo, according to cable advices received this morning by the Merchants' Exchange of Seattle. No details of the fire were given in the dispatches.

The Ixion sailed from Seattle March 14, arrived in Kobe April 9, and in Hongkong April 22. The vessel had been in Manila and was bound for Seattle via ports in China and Japan when the fire occurred. She is expected to reach this port May 25. The Ixion has orders to go from Japan to Vladivostok to load 2000 Czecho-Slovak soldiers for Vancouver, where they will entrain for the Atlantic on their way to their homes in Europe.

TACOMA, Wash., May 12.—(Special.)—To load for the Hawaiian islands the steamer Eastern Gale of the Matson line arrived here this morning from San Francisco. The vessel is taking box shooks, furniture and other freight from Tacoma. She will shift down sound tomorrow, it is expected, to complete loading. The Hyades will follow her within a few days to load for the islands.

The Japanese steamer Liverpool Maru completed loading today and was due to sail for the orient. This steamer was loading down Puget sound, but on account of the longshoremen's strike was shifted here. However, the steamer had about 1,000,000 feet of lumber from Tacoma mills, which was being sent the steamer from here. This was all lightered back here and placed on the vessel.

The Skagway arrived this morning from Anchorage, Alaska. The steamer had about 2000 tons of ore for the Tacoma smelter.

M. Higuchi, general manager of the Osaka Shosen at Tacoma for the past three years, will sail May 21 on the Arabia Maru for the orient and take his new position in Formosa. He will be succeeded here by S. Hashimoto, now on his way here from New York, but who is going to the orient on the Arabia for a visit of several months.

For the first time the steamer Eastern Gale of the Matson line, a shipping board vessel, entered Tacoma harbor and docked at the Pratt wharves. This is her second trip on her run from Honolulu to San Francisco. The ship is loading box shooks and general merchandise, and will sail directly to Honolulu from Tacoma.

The Liverpool Maru has been anchored in the stream since Monday and is due to sail tonight for Kobe, Japan, with a cargo of lumber. She is under charter to Fragk Waterhouse & Co.

The barge Fresno is taking on a cargo of supplies for the whaling station of the North Pacific Sea Products company in Alaska at the Northern Pacific docks.

PORT TOWNSEND, Wash., May 12.—(Special.)—The difficulty in loading and unloading vessels in Mexican ports has caused the Pacific Steamship company to lengthen the periods of sailing of the steamers Curacao and Senator from 35 to 45 days from San Francisco to the southern ports. The Curacao will sail on May 28, and 45 days later the Senator will sail. Freight offerings are increasing, and on each trip the steamers will carry full cargoes.

The steamer Lake Frenchton sailed this morning for Cuba in the service of Frank Waterhouse & Co.

A large fleet of power boats have sailed from Puget sound for various points in southeastern Alaska, they having been chartered by the various packing companies, which expect a heavy run of salmon. With the power boats, the canneries claim that the fish can be more rapidly handled. The departure of many power craft will cut down materially the power boats on Puget sound operating in the fishing business.

GRAYS HARBOR, Wash., May 12.—(Special.)—The steamer San Jacinto arrived this morning from San Pedro and will load at the E. K. Wood mill.

The steamer Henry T. Scott is expected today from Puget sound to load a partial cargo of lumber. The Scott is a steel craft and has been here several times in the last year.

Marine men look for an unusually good summer the prospects for building in California and South American ports being more hopeful than for a long time. Captain Charles Nelson, who arrived down in the lower harbor tonight from the Hoquiam Lumber & Shingle company mill for San Pedro with a million feet of lumber. She expects to cross the bar tomorrow morning.

ASTORIA, Or., May 12.—(Special.)—The steam schooner Solano arrived at 12:15 today from San Francisco and after taking on fuel oil here goes to Wauna to load lumber. The Solano will be the first steamer to load an outward-bound cargo in the recently improved Skipanon river.

The Chinese steamer Hwah Wu arrived at 12 last night from Seattle and went to Portland, where she is to load lumber.

The lumber-laden barge Acapulco arrived from Kalama at 1 o'clock this morning. She is to be towed to South America by the San Francisco tug Relief.

After discharging ammonia here the steam schooner Daisy shifted this morning to Knappton where she will load lumber.

The steamer Abercos, with cargo for Hongkong, arrived from Portland at 2 o'clock this morning and after completing her crew sailed at 5:30 this evening for the orient.

Carrying a cargo of 600,000 feet of lumber and three marine boilers from Portland, the steam schooner Daisy Freeman sailed at 10 o'clock today for San Francisco.

The tug Relief arrived at 9 o'clock this morning from San Francisco and will leave probably tomorrow with the lumber laden barge Acapulco in tow for south America.

Carrying a cargo of lumber from the Hammond mill, the steam schooner Trinidad sailed at 6 this evening for San Pedro.

SAN FRANCISCO, May 12.—(Special.)—The Pacific Mail steamship Cuba, Captain Tom Plau, sailed today for Cuba, via Cristobal, Balboa and San Jose de Guatemala, with a full cargo of general freight and passengers. The Cuba was formerly the Sachem and made the maiden trip to Havana under that name shortly after being purchased from the former owners. The passenger list of the Cuba included many tourists and a number of business men, who go to Guatemala in the interest of American trade.

The East Asiatic company, which operated an extensive freight service to San Francisco and other Pacific coast ports before the war, is preparing to re-install this service in the immediate future. It was announced today that the company has named two motorships to go on the berth here for freight to be shipped to Europe. The Asia will load the latter part of June or early in July and the Peru will take on cargo in July. This company now specializes on motorships exclusively.

More than two years ago the management announced that the construction of steamships would be discontinued entirely.

The recently organized North Atlantic & Western Steamship company, formed to place a ship service between Boston and Philadelphia, Los Angeles, San Francisco, Portland and Seattle, has announced the purchase of three 8800-ton ships from the United States shipping board, according to advices received here today. The company already has one vessel, which is now loading at Philadelphia and will arrive here within another month. The deal for the new steamers involves about $4,000,000, it is reported.

The new Red Stack tug Sea Monarch was launched at the Stone shipyards today. Miss Millicent Sperry, daughter of Austin Sperry, president of the Main iron works, was the sponsor. This is the second of the four new tugs purchased by the Red Stack company from the shipping board.

The Japanese steamer Hofuku Maru, Captain Okuyama, which put in here for fuel, en route from New York to the orient, put to sea today.

COOS BAY, Or., May 12.—(Special.)—The steamer City of Topeka arrived from Portland at 5:20 this morning, bringing passengers and freight for the bay cities. She left Marshfield at 5 o'clock this evening for Eureka and San Francisco and was expected to leave the harbor tonight.

A. B. Tibbetts, formerly first mate, was master of the vessel this trip, succeeding Captain W. A. Hall, who has gone to Seattle to be master of the Admiral Schley.

The gasoline schooner Gazelle, which has been running between Coos Bay and smaller ports, has been purchased by the Umpqua Gravel company and will be used for towing on the Umpqua river. The same company has four large barges from Kruse & Banks and the Gazelle has been towing them to the Umpqua.

SAN PEDRO, Cal., May 12.—(Special.)—Tuna for the canners will cost $200 a ton this season. This decision was reached at a meeting of the canners and representatives of the fishermen held within the last few days and announced today. The cannery clearing house which was in operation last year is not operating this year. The increased price is a flat increase of $75 per ton over that paid last year. The season is expected to open earlier this year than last. Some tuna have been caught near here, while for several weeks launches operating in Mexican waters report large schools of them there.

The Japanese steamer Kiyo Maru arrived this morning, en route to the orient via San Francisco. She is carrying a large number of orientals returning to their homes. A large number of Los Angeles Japanese visited the steamer.

The steamer Elkridge arrived today from Baltimore, and after discharging eastern cargo in the outer harbor will sail for San Francisco and north Pacific ports.

WHEAT IS HEADING IN WARM SECTIONS

Early Sown Grain in Oregon Making Good Growth.

CORN IS UP IN UMATILLA

Weather Favorable for Pollenization of Fruit—Rains Needed for Pastures and Ranges.

The Oregon grain crop is making good progress. The weekly report of the weather bureau says:

"The fore part of the week was warm and pleasant, the temperature exceeding 80 degrees at a number of places on the sixth. Near the close of the week the weather became much cooler, with light to copious rains in eastern counties, and some local frosts in various sections. During this warm period there was some east wind, which caused very rapid evaporation, hence, where rain did not fall, the soil is generally dry. Water from melting snow caused a slight rise in the rivers. At the close of the week the Willamette was falling, but the Columbia was still rising. Farm work advanced rapidly, and vegetation showed quick response to the increased warmth.

"Seeding of spring wheat, oats and barley continued; early-sown grain made good growth, but rain is needed in western, southern and central counties to bring up the later seedings. Winter wheat generally did well, but needs rain soon in southern counties. It is heading over considerable areas in the warmer parts of the state. Some rye has been cut for hay. A considerable acreage is being planted to corn. In Umatilla county early corn is up.

"The weather has been favorable for spraying and for pollenation. Apricots and pears are just coming into bloom in Baker county, while in Jackson and Josephine counties the calyx spray is being applied to apples. Irrigation of orchards is in progress in Umatilla county. Frosts of the preceding week are found to have done some local damage to cherries, plums and peaches.

"The warmer weather was favorable for alfalfa and clover, except in some localities, where unirrigated meadows need rain. Rain is quite generally needed for pastures and ranges in southern and central counties. In eastern counties the ranges are improving.

"Stock is generally making good gains. In some sections the lambing season is practically over. Shearing of sheep is in progress over most of the state.

"Planting of potatoes continues. Some early potatoes were injured by the frosts of the preceding week. The warm weather has been generally favorable for gardens."

COAST DEMAND FOR WHEAT STRONG

Eastern Inquiries on Market, But Prices Not Acceptable.

There was eastern inquiry for wheat, but the prices offered were not acceptable. Buying for coast account was good and this kept the market strong at 57 cents' premium for soft and about 70 cents for hard wheat.

The coarse grain markets were firm. Corn bids at the exchange were advanced $1 and May feed oats were 50 cents higher. There was an active demand for good feed barley. Bids on grown barley ranged from unchanged to 50 cents higher. At San Francisco August barley sold at $3.18½ and December at $3.15.

There was a firmer feeling in the grain bag market. Carlots were quoted at 21½ cents coast.

The Price Current says crop prospects have improved in many sections of the big producing states. Several days of dry weather, and sunshine started the oats, wheat and grains to grow very rapidly.

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

	Wheat	Barley	Flour	Oats	Hay
Portland—					
Wednesday	10	....	4	6	6
Year ago	6	1	4	4	13
Season to date	8065	174	3751	462	2102
Year ago	7329	1029	2564	676	3093
Tacoma—					
Tuesday	23	....	3	....	4
Year ago	....	2	....	1	1
Season to date	8761	94	3081	176	850
Year ago	5305	38	....	176	1210
Seattle—					
Tuesday	....	....	3	....	....
Year ago	3	....	4	....	1
Season to date	5977	244	1107	643	1178
Year ago	5298	84	1248	859	2545

REFINERS PAY MORE FOR RAWS.

Advance of 41 Cents a Hundred in New York Market.

New York refiners paid 20 cents for raw sugar yesterday, an advance from 19.56 cents, the price that prevailed for over a week. The effect of this will eventually be felt in a corresponding rise on this coast.

In their review of the raw sugar market Willett & Gray of New York say under date of May 7:

"The market continues to run along the lines previously mentioned, with buyers at 18½c c. and f. (19.56c) for Cubas, and with sellers more or less indifferent. Occasionally, however, some seller disposes of a lot or so of sugars, and it seems as if the refiners obtained fully as many sugars by continuing to stay at one price as they did by following the market upward. The Cuban market is a difficult one to follow on a bull movement for as soon as one objective is reached the Cuban seller instead of disposing of some sugar at his first objective point immediately advances to another. The market in Java refining grades is quieter after the recent large business and as sellers are somewhat higher in their views no further transactions are reported.

"The Porto Rico labor conditions are reported as improving.

"A sale is reported of Cubas to Philadelphia at 19½c c. and f.

"Our cable from Cuba today reports 14 centrals have finished their crops with an outturn of 1,191,175 bags, against Messrs. Guma-Mejer's original estimate of 1,528,000 bags and last year's production by these factories of 1,399,361 bags. This leaves 148 centrals still at work under favorable weather conditions. The corrected visible production to the end of April is 2,602,655 tons, a total for the month of April of 611,739 tons. The total production to the end of April is still the largest on record to that date."

DEMAND FOR CUBE BUTTER LIMITED.

Extras Sell in Small Way at 49 Cents—Eggs Are Slow.

There was only a limited demand for cube butter yesterday and small lots of extras sold at 49 cents. Print prices were shaded and with stocks of cubes accumulating, the trade looks for a general decline in the market soon.

Eggs were slow and while former prices were quoted, the understone of the market was weak.

Poultry and country dressed meats were steady with moderate receipts.

Strawberries Moving Well.

Strawberry receipts were large and with a good demand prices held steady at $4@4.50 a crate. A smaller supply will arrive today. Jobbers were advised from White Salmon that berries will be shipped from that point in ten days.

New potatoes were lower at 11 cents. Old potatoes were weak with few sales. Oregons offered as low as 6@6½ cents, but they were mostly small sized. Yakimas were held around 8 cents.

PORTLAND MARKET QUOTATIONS

Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session:

	Bid— May.	June.
Oats—		
No. 3 white feed	$68.50	$68.50
Barley—		
No. 3 blue	66.50	66.00
Standard feed	65.50	65.00
Corn—		
No. 3 yellow	71.00	71.00
Eastern grain, bulk—		
Corn—		
No. 3 yellow	73.00	71.00

WHEAT—Government basis, $2.20 per bushel.

FLOUR—Family patents, $13.75; bakers' hard wheat, $13.75; best bakers' patents, $13.75; pastry flour, $11.80; graham, $11.60; whole wheat, $11.85.

MILLFEED—Prices f. o. b. mill: Mill run, $50@51 per ton; rolled barley, $72@73; rolled oats, $70@71; scratch feed, $88@89.

CORN—Whole, $76@77; cracked, $78@79 per ton.

HAY—Buying price, f. o. b. Portland: Alfalfa, $34; cheat, $23; valley timothy, $31.

Dairy and Country Produce.

Butter — Cubes, extras, 50c per pound; prints, parchment wrappers, box lots, 56c per pound; cartons, 57c; half boxes, ½c more; less than half boxes, 1c more; butterfat, No. 1, 53@54c per pound at stations; Portland delivery, 55c.

EGGS—Jobbing prices to retailers: Oregon ranch, case count, 40c; candled, 43c; select, 45c.

CHEESE—Tillamook, f. o. b. Tillamook: Triplets, 32c; Young America, 33c; longhorns, 33c. Coos and Curry, f. o. b. Myrtle Point: Triplets, 31c; Young America, 32½c per pound.

POULTRY—Hens, 31@33c; broilers, 35@40c; ducks, 45c; geese, nominal; turkeys, nominal.

VEAL—Fancy, 31c per pound.

PORK—Fancy, 23c per pound.

Fruits and Vegetables.

FRUITS — Oranges, $4.50@8; lemons, $5.50@6.25 per box; grapefruit, $3.50@8.25 per box; bananas, 10@11c per pound; apples, $2.50@4 per box; strawberries, $4@4.50 per crate.

VEGETABLES — Cabbage, 5½c pound; lettuce, $3.75@4 per crate; cucumbers, $1.25@2.75 per dozen; carrots, $4 per sack; celery, $1.60@2 per dozen; horseradish, 25c per pound; garlic, 40@50c per crate; tomatoes, $5.75@6 per box; artichokes, $1@1.25 per dozen; spinach, 8@9c per pound; rhubarb, 3½@4c per pound; peas, 11@12½c per pound; asparagus, $1.85@2 per dozen; cauliflower, $2@2.50 per crate.

POTATOES—Oregons, $8@7 per sack; Yakimas, $8; new California, 11c per pound; sweet, 12c per pound.

ONIONS—Yellow Bermudas, $3.75 per crate; white, $4.50 per crate; Australian brown, $7.50 per sack.

Staple Groceries.

Local jobbing quotations:

SUGAR—Sack basis: Cane granulated, 24½c per pound; extra C, 23.85c; golden C, 23¾c; yellow D, 23.65c; cubes, in barrels, 25.10c.

NUTS—Walnuts, 26@38c; Brazil nuts, 35c; filberts, 35c; almonds, 38@38½c; peanuts, 16@16½c; cocoanuts, $2 per dozen.

SALT—Half ground, 100s, $11.25 per ton; 50s, $18.75 per ton; dairy, $27.75 per ton.

RICE—Blue Rose, 15½c per pound.

BEANS—Small white, 7½c; large white, 7½c; pink, 15¾c; lima, 13c per pound; bayous, 11¾c; Mexican reds, 10c per pound.

COFFEE—Roasted, in drums, 39@50c; per pound.

Hides and Pelts.

HIDES—Salt hides, under 45 lbs., 22c; green hides, under 45 lbs., 20c; salt hides, over 45 lbs., 18c; green hides, over 45 lbs., 16c; green or salt calf, to 15 lbs., 50c; green or salt kip, 30 to 50 lbs., 28c; salt bulls, 14c; green bulls, 12c; dry hides, 30c; dry salt hides, 24c; dry calf under 7 lbs., 35c; salt horse, large, $7; salt horse, medium, $5.50; salt horse, small, $5.

PELTS—Dry pelts, fine long wool, 32½c; dry pelts, medium long wool, 30c; dry pelts, coarse, long wool, 22½c; salt pelts, long wool, April take-off, $3 to $4.

Provisions.

Local jobbing quotations:

HAMS—All sizes, 39@43c; skinned, 37@44c; picnic, 26c; cottage, 35c.

LARD—Tierce basis, 24c; compound, 23c per pound.

DRY SALT—Short, clear backs, 25@29c per pound; plates, 23c.

BACON—Fancy, 45@55c; standard, 34@44c per pound.

Hops, Wool, Etc.

HOPS—1919 crop, $1 per pound; 1920 contracts, 75c; three-year contracts, 45c average.

MOHAIR—Long staple, new clip, 45c per pound.

TALLOW—No. 1, 11½@12c; No. 2, 10c per pound.

CASCARA BARK—Per pound, old peel, 11½c; new peel, 10c per pound.

WOOL—Eastern Oregon, 40@60c; valley, medium, 50c per pound.

GRAIN BAGS—Car lots, 21½c, coast.

Oils.

LINSEED OIL—Raw, barrels, $1.98; raw, drums, $2.05; raw, cases, $2.13; boiled, barrels, $2; boiled, drums, $2.07; boiled, cases, $2.15.

TURPENTINE — Tanks, $2.46; cases, $2.61.

COAL OIL — Iron barrels, 14½@17c; cases, 27@34c.

GASOLINE—Iron barrels, 27c; tank wagons, 27c; cases, 39½c.

FUEL OIL—Bulk, $2.10 per barrel.

Bridgeroom 34; Bride Is 16.

VANCOUVER, Wash., May 12.—(Special.)—Ruth McBride, 16, today was married to Walter H. Brown, 34. Both are from Portland. The couple was accompanied by the girl's father, Lemuel McBride, 1947 East Morrison street, who gave his consent to the marriage.

DAILY METEOROLOGICAL REPORT.

PORTLAND, May 12.—Maximum temperature, 60 degrees; minimum, 46 degrees. River reading at 8 A. M., 7.6 feet; change in last 24 hours, 0.7 foot rise. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1919, 30.35 inches; normal rainfall since September 1, 40.88 inches; deficiency in rainfall since September 1, 1919, 10.57 inches. Sunrise, 4:42 A. M.; sunset, 7:30 P. M. Total sunshine, 14 hours 50 minutes; possible sunshine, 14 hours 50 minutes. Moonrise, 1:31 A. M.; moonset, 1:21 P. M. Barometer (reduced to sea level) 5 P. M., 30.04 inches. Relative humidity, 5 A. M., 79 per cent; at noon, 45 per cent; at 5 P. M., 34 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	36	66	0.00	12	N	Clear
Boise	40	70	0.00	..	W	Clear
Boston	46	66