

LOCAL NEWS
FOR EXPORTERS

Vessel to Be Used in Grain Exporting Business.

FULL CARGOES BOOKED

Steamer to Arrive Here With Dewey June 5—Bakersfield to Follow Three Days Later.

The shipping board steamer Eastern Glen, built in Japan and recently turned over to the emergency fleet corporation at Seattle, has been chartered by a local grain exporting concern to come here to load a full cargo of wheat or flour for export.

One grain ship—the steamer Eastern Glen—already loaded and going, the steamer Kayeska is now loading at the Portland flouring mills, and four, including the Eastern Glen, will arrive here in June for wheat or flour at the option of the charterers. The three others are the steamers Dewey, Bakersfield and Bifingham.

According to present schedules and expectations, the Eastern Glen and the steamers Dewey, Bakersfield and Bifingham will arrive about June 5, the Bakersfield will follow three days later, and the Bifingham will arrive about June 10.

Besides the full cargoes booked for these six steamers, large part cargoes of wheat have been carried by the steamers Steelmaker and Steel Voyager of the Isthmian line and the West Katon of the European-Pacific line.

Besides the vessels loading wheat or flour for private account, one—the steamer Eastern Glen—is being chartered to the grain corporation to carry flour and will be here about June 16. Negotiations are now under way to charter the army transport South Bend into the Columbia river at about the same time for a cargo of flour. The South Bend is now being chartered to Honolulu to San Francisco with sugar and probably will come here after discharging at San Francisco.

While providing an interesting spectacle for visiting Shermans and Ross festival visitors, the heavy grain movements booked for June are causing considerable concern among stevedores. If bookings for July equal those of June, as they are expected to, the heaviest wheat export movement from this port will take place during the highest water of the year, and during this period the wheat must be moved upward from the docks into the ships instead of downward by force of gravity.

DEATH TO DELAY STRIKE END
E. H. Beazley's Tragic Fate Stops Conciliation Committee.

VANCOUVER, B. C., May 25.—The tragic death of E. H. Beazley, late manager of the Ocean Steamship company, in an airplane crash here yesterday, will, it was feared today, delay negotiations for the settlement of the sailors' strike here.

After making a careful investigation of the circumstances of the Columbia river ports which was called three weeks ago, a conciliation committee selected by the International Longshoremen's union was to have met with Mr. Beazley today in an effort to settle the differences between the two companies operating out of provincial ports and the crews of the vessels which have been tied up.

Pacific Coast Shipping Notes.
TACOMA, Wash., May 25.—(Special).—Termination has been granted to the design of the steamer Pathos, now under construction at the Todd Drydock & Construction Co. yard here, to Rotarian. Members of the Tacoma Rotary are going to make a big feature of the steamer's launch on Monday and send pictures of the event to different parts of the world.

When the Admiral Dewey of the Pacific Steamship line arrived here, she brought an old Pacific coast steamer, which she had started her career in this port 18 years ago. The Admiral Dewey is the largest of all the ships in the line.

More than 200 tons of products were landed in the port of Tacoma during the first three months of 1920, according to figures compiled by W. G. Rowland, city harbormaster today. The exact figure is given as \$2,000,455 and represents a total of 270,000 tons.

Imports for the three months are estimated at \$1,400,000 and exports at \$2,036,500. Refined copper constituted the largest export and all ranks highest in the import record.

The Pacific Steamship company's steamer Bohemia, which is to be chartered to the steamer wharves Tuesday to take on a cargo of castile soda, copper and lumber for the Orient, will be in port three days, it is expected, and will sail directly for Japan.

With 1300 tons of ore from Alaska, the steamer Cordova arrived at the Tacoma smelter last night. The Henry Villard Eagle Harbor is taking coal and coke at the Northern Pacific bunkers, and is expected to finish tonight, and to leave for California with a 300-ton cargo of freight from the Parr-McCormick line is due to arrive tonight. She is expected to be in port in the late forenoon.

SEATTLE, Wash., May 25.—(Special).—Big shipments of wheat and flour will soon be moving from this port to the United Kingdom, according to reports of shipping board officials who will dispatch the vessels.

The Yosemite, which is due to Honolulu from the Orient, will be chartered to the steamer wharves Tuesday to take on a cargo of castile soda, copper and lumber for the Orient, which will be in port three days, it is expected, and will sail directly for Japan.

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HUMPS TO BE REMOVED
TUALATIN ASSIGNED TO WORK ALONG ROSS ISLAND.

Shoals to Be Cleared Above Bridges to Depth of 31 Feet Maintained Elsewhere.

Humps in the harbor before the docks of the Inman-Poulsen mill on the east side and the Portland Lumber company's mill on the west side above the Hawthorne bridge are to be removed by the Port of Portland dredge Tualatin next week. It was announced yesterday by J. H. Polhemus, manager of the Port of Portland. Considerable shoaling has taken place at these docks, and by taking a sweep up each side of Ross island the dredge will clear the harbor above the bridges to the depth of 31 feet at zero maintained elsewhere.

Advantage is to be taken of the present and prospective high water in performing this work. The dredge Tualatin has been performing an extensive excavation in the harbor at St. Helens, but will of the week. The dredge will be working at the Peninsula mill, digging out a log pond and filling the site of a large addition to the mill. It will go to the O.-W.-R. dock to remove a shoal there as soon as she finishes the immediately pressing work at the Peninsula mill.

The dredge Portland, preparing the site for pier No. 2, will be working at the Portland docks at municipal No. 4. It is expected to have this work done by the end of the week. The dredge will be working at the Peninsula mill, digging out a log pond and filling the site of a large addition to the mill. It will go to the O.-W.-R. dock to remove a shoal there as soon as she finishes the immediately pressing work at the Peninsula mill.

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THE ANGELES REACHES CHINA
Cotton Seed Oil Is Reported Available for Return.

The steamer The Angelos, the pioneer vessel in the Columbia-Pacific shipping company's North China line, which sailed from here April 16, arrived at Tientsin, China, May 18, according to a delayed message which has reached the local company. The steamer is now being chartered to the local company.

The steamer The Angelos, the pioneer vessel in the Columbia-Pacific shipping company's North China line, which sailed from here April 16, arrived at Tientsin, China, May 18, according to a delayed message which has reached the local company. The steamer is now being chartered to the local company.

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OCEANIC VANCE IN DISTRESS
Destroyers Sent From San Diego to Aid of Vessel.

Because of an injury to her rudder while en route from San Francisco to Grays Harbor for a load of lumber, the schooner Oceanic Vance, owned by Captain Baughman, who brought the White Plover steamer Humboldt from San Pedro today. The vessel was said to be water-logged and leaking badly. Aboard the Oceanic Vance are Captain Charles Sexton, Sexton and two babies and a crew of seven.

The navy department has ordered two destroyers from San Diego to aid the vessel, which belongs to the Charles Nelson company.

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TRADING BOOZ
IS A STANDSTILL
No Offers Are Being Made for the New Clip.

BUYERS WITHOUT ORDERS
MILL Cancellations, Financial Conditions and Transportation Difficulties All Depress Market.

Business in the wool market in the northwest almost at a complete standstill. Buyers are without orders and no disposition is shown in any quarter to speculate. That wool prices no longer appear to know what to do next week, appears to be the general opinion.

While the market is being held by the wool conditions it is not likely that activity will develop in any quarter. How long the present state of things will last cannot be foreseen, but it is the hope of wool men that the market will soon settle to a workable basis. The goods orders that are being withdrawn are bound to be replaced at an early date, and when the manufacturers know what to do next week, they will again be in the market for buyers of wool.

Commenting on the general wool situation, the Boston correspondent of the New York News Record says: "The wool market is being held by the wool conditions it is not likely that activity will develop in any quarter. How long the present state of things will last cannot be foreseen, but it is the hope of wool men that the market will soon settle to a workable basis. The goods orders that are being withdrawn are bound to be replaced at an early date, and when the manufacturers know what to do next week, they will again be in the market for buyers of wool."

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FREE GRAIN PRICES ARE ADVANCED
Trading Quiet in All Prices in Local Market.

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Bank Clearings
of the northwestern cities yesterday were as follows:

Table with columns: City, Clearing, Balance. Includes Portland, Seattle, Tacoma.

PORTLAND MARKET QUOTATIONS

Table with columns: Commodity, Price. Includes Flour, Feed, etc.

Dairy and Country Produce

Table with columns: Commodity, Price. Includes Butter, Eggs, etc.

Fruits and Vegetables

Table with columns: Commodity, Price. Includes Apples, Oranges, etc.

Local Jobbing Quotations

Table with columns: Commodity, Price. Includes Lumber, etc.