

WORKERS' STRIKE

Engineers Authorized to Return to Private Ships.

WHOLE COAST AFFECTED

Portland Surplus of Men May Be Drawn Upon to Fill Positions at Other Points.

The strike of marine workers came to a practical end yesterday on the 31st day of its existence, when the Portland branch of the Marine Engineers' Beneficial association was authorized to return to work on private vessels.

The Portland branch of the Marine Engineers' Beneficial association was authorized to return to work on private vessels, but the return of strikers to work on shipping-board vessels was authorized several weeks ago.

Through three maritime unions on strike, no difficulty is expected in filling all available places in every department of steamers operating on both the off-shore and coastwise trades.

The three striking unions are said to be stronger at other Pacific ports than at Portland, where about ten applications were received for every position filled, but if sufficient unemployed men cannot be obtained at San Francisco and Seattle, the Portland surplus will be drawn upon to fill the vacant places.

Settlement is Expected.

Though no official word to this effect has been received by local officials of the sailors' union, marine firemen, oilers and water-tenders' union, and the marine cooks and stewards' union is generally expected by the officers and members of these organizations that a settlement of some kind between the ship operators and the unions will be reached within a few days.

"The industry is in as full force as ever," said Jack Rosen, business agent of the sailors' union, yesterday, "and everything is being done to get the marine cooks and stewards' union, said that the stewards were still picking out the men to be discharged from headquarters today or tomorrow. Officers of the firemen's union were expected to return to work on privately owned vessels.

The settlement of the long-drawn-out marine strike followed immediately upon the failure of negotiations between the operators and representatives of the coast and the union representatives at San Francisco, and the determination of the operators to put the coastwise fleet of steam schooners into commission with whatever qualified men were available.

Lumber Mills to Benefit.

Locally, the settlement of the strike will be felt immediately in the movement of the large amount of lumber that has accumulated at the Columbia river mills which depended upon water transport for the movement of their product, and in the reopening of many of the mills that were forced to close their doors on account of the lack of available storage space was filled. The reopening of the mills will also furnish employment for hundreds of men in the logging camps.

The congestion of general merchandise awaiting transshipment between Portland and California which existed from the beginning of the strike until a short time ago, has been relieved, and the operators and their former runs by the passenger and cargo steamers of the Admiral Line and the Columbia Portland Steamship companies. These vessels, giving Portland two sailings or more a week to San Francisco and southern California ports, have been carrying full cargoes in both directions, and have moved quickly at the beginning of the strike.

3 VESSELS GO TO SEATTLE

Craft Are Believed to Have Established Marine Record.

By an unusual coincidence, three ocean-going vessels left Portland yesterday for Seattle, probably for the first time in the history of the harbor for the sound port were the motorship Kennecott, of the Williams line, the Japanese steamer Kiyomaru, and the Japanese steamer Mandan Maru of the Mitsui line. The Kiyomaru was the only one of the trio carrying freight to Seattle for the Seattle discharge.

The steamer Robin Adair, following the practice of the other lines, is carrying cargo on her way to Japan, and is expected to discharge the last of her west-bound freight and start loading for the return trip. She will be here again in a few days to load east-bound freight.

The Mandan Maru is a Japanese freight steamer which brought general freight from the orient to San Francisco and Portland and is going back to Japan with wheat from Portland and lumber from Puget sound. She finished loading her Portland freight yesterday and left for Seattle to complete her cargo.

JAPANESE STEAMER DELAYED

Two Anchors and More Than 100 Fathoms of Chain Lost.

ASTORIA, Ore., July 20.—(Special.)—As a result of losing two anchors and more than 100 fathoms of chain in the lower harbor this morning, the Japanese steamer Kiyomaru was held up at the port dock, where she will remain several days before proceeding to sea.

The steamer arrived from Portland about 3 o'clock this morning with a cargo of wheat en route to Colon for orders. She had lost her anchors and when off Desdemona sands trouble developed in her machinery. She stopped down and dropped anchor, but the engines failed to work when reversed and the anchor chains were snipped off in eighty fathoms of chain were lost with one anchor and 25 fathoms went with the other. The vessel was immediately brought back to the port terminals, where her engines are being repaired.

Arrangements have been made with the Callender Navigation company to

HOTEL RAMAPO

14th and Washington Sts.
Newly Furnished.
Transient and Permanent
Summer Rates.

NON-UNION CREWS TO STAY

Engineers' Decision Declared to Have No Effect on Operations.

WHOLE COAST AFFECTED

Portland Surplus of Men May Be Drawn Upon to Fill Positions at Other Points.

SAN FRANCISCO, July 20.—A decision of the Marine Engineers' Beneficial association local here to return to work after an extended strike will have a little or no effect in the operation of the Pacific American Steamship association, announced today. Virtually all the officers of the association are manned by nonunion crews which will be retained by the association.

The executive committee of the steamship association is expected to announce today the action of the engineers to determine its effect on the strike situation. Three unions, the sailors, cooks and waiters and master mariners, are still on strike.

The Shipowners' Association of the Pacific, which controls the lumber and other coastwise vessels, called a meeting to consider the situation and announced that a statement would be issued later. The association's operations only within the last few days and its sailings still are limited.

SAILING OF CORDOVA DELAYED

Initial Trip to Hawaiian Islands Postponed Till July 30.

The steamer Cordova of the Alaska Steamship company, which was scheduled to sail from Astoria next Monday on her first voyage in her new service between the Columbia River, the Hawaiian Islands, and the West Indies, has been delayed for several days and is now expected to sail from Astoria on Monday, July 20, or Tuesday, July 21, according to yesterday's M. L. Tabke, general agent of the port of Astoria, who was in Portland on business.

The Cordova is undergoing a general overhauling in a Puget sound drydock, he said, and is being equipped with new passenger accommodations to fit her for her new trade. Reservations already have been made for the Washington, and half of the possible passenger list on the first voyage, and a large cargo of miscellaneous general freight, ranging from eggs to pianos, is being assembled at the Astoria port terminals.

AWARDS ARE MADE RESCUERS

West Jester's Skipper to Get \$6750 for Saving Japanese.

SEATTLE, Wash., July 20.—For saving the Japanese steamship Kiyomaru from destruction by fire in Yokohama harbor a year ago, Captain Patrick J. Wood, master of the shipping board steamer West Jester, will receive \$6750 and Dr. K. W. K. Wills, \$3130, by the terms of a decision in the federal court here today.

The court, which will distribute approximately \$25,000 in money as a reward for the rescue, has awarded \$2500 for the personal services of the crew and the members of the crew are apportioned shares of the \$2500 settlement which will be made to the shipping board. The board gets two-thirds.

SEATTLE UNION TO VOTE

Question of Resuming Work on Private Ships Up Today.

SEATTLE, Wash., July 20.—Union marine engineers here will vote tomorrow night on the question of returning to work on privately owned vessels, officers of the Marine Engineers' Beneficial association announced today. The strike has been in effect since May 1.

Walkouts of engineers on United States shipping board vessels were ended at a recent meeting when the union voted to accept the Washington, D. C. agreement. At the same meeting it was decided to continue the strike against private owners.

EFFINGHAM OFF TO EUROPE

Wheat and Flour Comprise Part of Cargo; West Lewark Shifts.

The steamer Effingham, of the European-Pacific line, departed for European ports at 3 o'clock yesterday afternoon with a large part cargo from Portland consisting principally of wheat and flour. She will finish loading at San Francisco and San Pedro.

The steamer West Lewark of the same line, which is loading a first cargo of wheat, is scheduled to depart today.

Notice to Mariners.

Washington: Juan de Fuca strait—New steamer Sand and Plover, 240 tons, departed July 19, west bound, July 19, Puget Sound—Webster Point light, hereabout, Washington light, hereabout, reported July 19, west bound, July 19, 1921.

Columbia strait, 4 heretofore reported adrift, was replaced July 11, to first-class cargo, without other change.

Point Roberts light, reported not flashing properly July 19, will be adjusted as practicable. ROBERT WARRACK, Supt. 17th Lighthouse District.

Mundeta Reaches River.

The steamer Mundeta of the Munson line, arrived in the Columbia river from Grays Harbor to complete a cargo of lumber booked for her by the Columbia River Lumber and Ship Company. She is expected at the Clark-Wilson mill this morning to start loading a shipment of about 80,000 feet of lumber, which will be her down to her marks. She goes from Portland to a United States Atlantic port.

Japanese Loses Anchors.

The Japanese steamer Raifuku Maru, which left here Tuesday night with a cargo of wheat for Europe, lost both her anchors while on way out of the river and returned to Astoria yesterday without them, a report received from the Japanese captain here. Details of the mishap were learned.

Copa Supplies to Be Arranged.

C. A. Edwards, a director of the Portland Vegetable Oil Mills company, expects to leave here about the middle of August to spend the major portion of the next year in Manila, the company purchasing organization of his company in the Philippines and south seas.

Marine Notes.

The steamer Rose City of the San Francisco and Portland Steamship company, arrived from San Francisco with passengers and cargo at 3 o'clock this morning. The steamer is expected to sail for the coast again Friday morning.

The Mitsui steamer Seino Maru moved yesterday afternoon from national terminal No. 4, where her holds were lined up for the export of lumber. She leaves for the coast again Friday morning.

The Union Oil company tank steamer Ocean left down in ballast at 3 o'clock this morning for San Francisco.

The Pacific Steamship company's coastwise steamer Admiral Keane, due here Friday morning from San Francisco, is expected to have a full cargo of freight, according to word received in the local office of the company. A small part of the cargo for Astoria and the balance of over 1200 tons is for Portland.

Pacific Coast Shipping Notes.

COOS BAY, Ore., July 20.—(Special.)—The gasoline fishing schooner Acme went this morning, bound for the halibut banks.

The steamer Curacao sailed for Portland this afternoon at 2 o'clock after being delayed past her leaving time by finding a quantity of cargo that was overlooked in the charging yesterday. She carries 25,000 feet of logs for Portland delivery.

Four United States destroyers passed south of this port at 1:30 this afternoon.

ASTORIA, Ore., July 20.—(Special.)—Eugene boat No. 3, which was scheduled to make a cruise to British Columbia with a party of naval reserves on board, has proceeded to Portland.

The steamer West Cayote shifted last night from Puget sound where she is to load 1,000,000 feet of lumber for the orient.

The steam schooner Santa Alida arrived at 11:30 today from San Francisco and will be loaded with 1,000,000 feet of lumber for the coast.

The British steamer Canadian Importer went to the Eastern and Western mill to load lumber for the coast. The steamer Georgian, which was expected to leave Portland today for Seattle, will be delayed until tomorrow morning from San Francisco on its way to the coast.

The Japanese steamer Raifuku Maru will be discharged for fuel oil in Portland, the tank steamer Capt. A. P. Lucas sailed at 3 o'clock this afternoon for California.

The steamer Santa Ines arrived this evening from Grays Harbor at 4:30 this afternoon and goes to Portland. She is loading for the coast.

GRAYS HARBOR, Wash., July 20.—(Special.)—The steamer Mundeta cleared this morning at 3 o'clock after having called at the National and Eureka mills, Honiton, and other points on the coast.

YANCOUVER, B. C., July 20.—(Special.)—British Columbia shipping men have decided to stand with Puget sound operators in rates for the orient, despite the fact that Portland has withdrawn. This makes the shipping rate between the coast and British Columbia, while there is an announcement that this does not mean a rate war between the Puget sound and Portland. The conference, which was held yesterday by M. L. Tabke, general agent of the port of Astoria, who was in Portland on business.

GOES DOWN

Drop of 1 to 2 Cents Is Recorded Here.

CROP CONDITIONS GOOD

Saskatchewan Said to Have Perfect Season and Yield Promises to Be Above Normal.

In the face of the favorable crop reports coming from various sections of the province, the quotations on wheat dropped 1 to 2 cents a bushel here. Hard white registered at 83¢ but 1 cent.

As a result of the drop the bid price on wheat for July delivery ranged from \$1.14 to \$1.16 for August delivery from \$1.11 to \$1.13 and for September delivery from \$1.11 to \$1.14.

The Merchants' Exchange received a wire from Moose Jaw, Saskatchewan, yesterday which announced that the province of Saskatchewan has had a perfect season to date and if the crop escapes rust it will be a record. Although the weather there was said to be cool and favorable.

The weekly crop report received from the Merchants' Exchange yesterday said:

"Corn needs rain badly in much of the crop valley, but timely and very beneficial rains occurred in the Mississippi valley, particularly in Illinois. Winter wheat yields continue disappointing as threshing progress is slower than anticipated. Corn is expected in some sections, particularly in Nebraska. Early spring wheat is being harvested on the Missouri river great plantings of winter wheat are being made rapidly although the heads are filling very well in Montana. The outlook for corn is not so bright as it was a few weeks ago. The hot weather ripened the corn so rapidly although the heads are filling very well in Montana. The outlook for corn is not so bright as it was a few weeks ago.

The official report of wheat and flour shipped from the United States received from Chicago yesterday, announced that shipments aggregated \$27,000,000, which makes the total for the season 360,000,000 bushels compared to 219,640,000 bushels for 1920.

"The summary of weather and crop conditions in Oregon for the week ending July 19, issued by the department of agriculture said:

"Except for low clouds in the morning in some sections there was very little rain. The weather was practically cloudless. The soil is very dry and the crops are suffering from lack of moisture. The wheat is turning yellow and the grain is dropping. The corn is ripening rapidly. In unirrigated districts small grain crops that are not maturing rapidly are suffering from lack of moisture. Corn is making good growth but needs rain. Sweet corn is in the market in some sections. Apples and early pears, peaches and apricots are ripening. Cherries, plums and apricots are continuing to ripen in most localities. Blackberries are setting well.

"Meadows, pastures and live stock are doing well. The first crop of alfalfa is complete except in some elevated districts, and there is a considerable amount of alfalfa in some sections and is under way in most eastern counties. Cutting of the alfalfa is well advanced in some sections. The alfalfa is being baled and pastured. A considerable amount of alfalfa is being baled and pastured. A considerable amount of alfalfa is being baled and pastured.

Movements of Vessels.

PORTLAND, July 20.—Arrived at 3 A. M. steamer Frank G. Drake from Grays Harbor; at 8:35 A. M., steamer Rose City from Grays Harbor; at 10 A. M., steamer Curacao from Grays Harbor; at 11:30 A. M., steamer Curacao from Grays Harbor; at 12:30 P. M., steamer Curacao from Grays Harbor; at 1:30 P. M., steamer Curacao from Grays Harbor; at 2:30 P. M., steamer Curacao from Grays Harbor; at 3:30 P. M., steamer Curacao from Grays Harbor; at 4:30 P. M., steamer Curacao from Grays Harbor; at 5:30 P. M., steamer Curacao from Grays Harbor; at 6:30 P. M., steamer Curacao from Grays Harbor; at 7:30 P. M., steamer Curacao from Grays Harbor; at 8:30 P. M., steamer Curacao from Grays Harbor; at 9:30 P. M., steamer Curacao from Grays Harbor; at 10:30 P. M., steamer Curacao from Grays Harbor; at 11:30 P. M., steamer Curacao from Grays Harbor; at 12:30 A. M., steamer Curacao from Grays Harbor.

GRAN TENDS DOWNWARD

BIG RECEIPTS AND POSSIBILITY OF EMBARGO FACTORS.

Large Quantity of Wheat Reported Bought by Exporters for Shipment to Germany.

New Crop Valley Timothy Goes at a Reduction in Price.

Wheat prices are dropping here and reports of large yields in various sections of the Northwest are making the market generally dull. This is not an unusual condition in the Northwest at this time of year, and it is considered there is a possibility of better market conditions later.

Quotations on other grades of hay remain unchanged.

Quotations on hogs issued by the department of agriculture says of the hay market: "The movement of new hay is several days behind, but the market is generally better than usual, and many buyers are getting their supplies from the west." "Eastern markets are very quiet and demand is limited. The market is generally better than usual, and many buyers are getting their supplies from the west."

Provisions were steady by auctioneers that Germany had purchased 3,000,000 pounds of lard.

Leading futures ranked as follows: WHEAT: Sept. 1.32, Oct. 1.28, Nov. 1.24, Dec. 1.20. CORN: Sept. .62, Oct. .61, Nov. .60, Dec. .59. OATS: Sept. .42, Oct. .41, Nov. .40, Dec. .39. MESS PORK: July, 18.00, Aug., 18.00. LARD: Sept. 1.92, Oct. 1.88, Nov. 1.84, Dec. 1.80. HOGS: Sept. 10.10, Oct. 10.10, Nov. 10.10, Dec. 10.10.

The market for hogs yesterday included quotations on hogs of the following grades: No. 1, 10.10; No. 2, 9.80; No. 3, 9.50; No. 4, 9.20; No. 5, 8.90; No. 6, 8.60; No. 7, 8.30; No. 8, 8.00; No. 9, 7.70; No. 10, 7.40; No. 11, 7.10; No. 12, 6.80; No. 13, 6.50; No. 14, 6.20; No. 15, 5.90; No. 16, 5.60; No. 17, 5.30; No. 18, 5.00; No. 19, 4.70; No. 20, 4.40; No. 21, 4.10; No. 22, 3.80; No. 23, 3.50; No. 24, 3.20; No. 25, 2.90; No. 26, 2.60; No. 27, 2.30; No. 28, 2.00; No. 29, 1.70; No. 30, 1.40; No. 31, 1.10; No. 32, .80; No. 33, .50; No. 34, .20; No. 35, .90; No. 36, .60; No. 37, .30; No. 38, .00.

Tomatoes are MORE PLENTIFUL

Honey Dew Melons Now on the Market—New Apples In.

Oregon tomatoes are now coming into the market in larger quantities and in a short time will be an ample supply to take care of all demands. The quality of Oregon tomatoes is now \$2.50 per ton and it is expected that the price will drop shortly as the tomatoes become more plentiful.

Quantities of melons yesterday included quotations on honey dew melons of the following grades: No. 1, \$1.50; No. 2, \$1.40; No. 3, \$1.30; No. 4, \$1.20; No. 5, \$1.10; No. 6, \$1.00; No. 7, \$0.90; No. 8, \$0.80; No. 9, \$0.70; No. 10, \$0.60; No. 11, \$0.50; No. 12, \$0.40; No. 13, \$0.30; No. 14, \$0.20; No. 15, \$0.10; No. 16, \$0.00.

New Apples in: No. 1, \$1.00; No. 2, \$0.90; No. 3, \$0.80; No. 4, \$0.70; No. 5, \$0.60; No. 6, \$0.50; No. 7, \$0.40; No. 8, \$0.30; No. 9, \$0.20; No. 10, \$0.10; No. 11, \$0.00.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

Positions reported at 3 P. M. yesterday, unless otherwise stated.

CHILCAGO, bound for Astoria, 120 miles south of Columbia river.

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NEW CROP VALLEY TIMOTHY GOES AT A REDUCTION IN PRICE.

With the new crop coming in and reports of large yields in various sections of the Northwest are making the market generally dull. This is not an unusual condition in the Northwest at this time of year, and it is considered there is a possibility of better market conditions later.

Wheat Prices are Dropping Here.

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PORTLAND MARKET QUOTATIONS

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CROP CONDITIONS GOOD

Saskatchewan Said to Have Perfect Season and Yield Promises to Be Above Normal.

Grain, Flour, Feed, Etc.

Merchandise Exchange, Bid.

Wheat—

Hard white..... July 1.14 Aug. 1.11 Sept. 1.10

Soft white..... 1.12 1.09 1.06

White..... 1.10 1.07 1.04

Red winter..... 1.10 1.07 1.04

Red winter..... 1.08 1.04 1.04

Barley..... 1.00 1.00 1.00

Brassica..... 2.00 2.00 2.00

Flour..... 2.00 2.00 2.00

Feed..... 2.00 2.00 2.00

Hay..... 2.00 2.00 2.00

Timothy..... 2.00 2.00 2.00

Alfalfa..... 2.00 2.00 2.00

Peas..... 2.00 2.00 2.00

Beans..... 2.00 2.00 2.00

Clover..... 2.00 2.00 2.00

Straw..... 2.00 2.00 2.00

Stubble..... 2.00 2.00 2.00

Manure..... 2.00 2.00 2.00

Compost..... 2.00 2.00 2.00

Sod..... 2.00 2.00 2.00

Stable..... 2.00 2.00 2.00

Wagon..... 2.00 2.00 2.00

Cart..... 2.00 2.00 2.00

Truck..... 2.00 2.00 2.00

Motor..... 2.00 2.00 2.00

Auto..... 2.00 2.00 2.00

Tractor..... 2.00 2.00 2.00

Plow..... 2.00 2.00 2.00

Harrow..... 2.00 2.00 2.00

Rake..... 2.00 2.00 2.00

Roller..... 2.00 2.00 2.00

Sickle..... 2.00 2.00 2.00

Scythe..... 2.00 2.00 2.00

Axe..... 2.00 2.00 2.00

Saw..... 2.00 2.00 2.00

Shovel..... 2.00 2.00 2.00

Spade..... 2.00 2.00 2.00

Hoe..... 2.00 2.00 2.00

Fork..... 2.00 2.00 2.00

Wagon..... 2.00 2.00 2.00

Cart..... 2.00 2.00 2.00

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Hoe..... 2.00 2.00 2.00

Fork..... 2.00 2.00 2.00

Local Jobbing Quotations:

SUGAR (cane base)—Cane, granulated, 4.00; beet, 4.75; coffee, 25.00; Brazil, 10.00; Java, 12.00; Sumatra, 15.00; Java, 18.00; Sumatra, 20.00; Java, 25.00; Sumatra, 30.00; Java, 35.00; Sumatra, 40.00; Java, 45.00; Sumatra, 50.00; Java, 55.00; Sumatra, 60.00; Java, 65.00; Sumatra, 70.00; Java, 75.00; Sumatra, 80.00; Java, 85.00; Sumatra, 90.00; Java, 95.00; Sumatra, 100.00; Java, 105.00; Sumatra, 110.00; Java, 115.00; Sumatra, 120.00; Java, 125.00; Sumatra, 130.00; Java, 135.00; Sumatra, 140.00; Java, 145.00; Sumatra, 150.00; Java, 155.00; Sumatra, 160.00; Java, 165.00; Sumatra, 170.00; Java, 175.00; Sumatra, 180.00; Java, 185.00; Sumatra, 190.00; Java, 195.00; Sumatra, 200.00; Java, 205.00; Sumatra, 210.00; Java, 215.00; Sumatra, 220.00; Java, 225.00; Sumatra, 230.00; Java, 235.00; Sumatra, 240.00; Java, 245.00; Sumatra, 250.00; Java, 255.00; Sumatra, 260.00; Java, 265.00; Sumatra, 270.00; Java, 275.00; Sumatra, 280.00; Java, 285.00; Sumatra, 290.00; Java, 295.00; Sumatra, 300.00; Java, 305.00; Sumatra, 310.00; Java, 315.00; Sumatra, 320.00; Java, 325.00; Sumatra, 330.00; Java, 335.00; Sumatra, 340.00; Java, 345.00; Sumatra, 350.00; Java, 355.00; Sumatra, 360.00; Java, 365.00; Sumatra, 370.00; Java, 375.00; Sumatra, 380.00; Java, 385.00; Sumatra, 390.00; Java, 395.00; Sumatra, 400.00; Java, 405.00; Sumatra, 410.00; Java, 415.00; Sumatra, 420.00; Java, 425.00; Sumatra, 430.00; Java, 435.00; Sumatra, 440.00; Java, 445.00; Sumatra, 450.00; Java, 455.00; Sumatra, 460.00; Java, 465.00; Sumatra, 470.00; Java, 475.00; Sumatra, 480.00; Java, 485.00; Sumatra, 490.00; Java, 495.00; Sumatra, 500.00; Java, 505.00; Sumatra, 510.00; Java, 515.00; Sumatra, 520.00; Java, 525.00; Sumatra, 530.00; Java, 535.00; Sumatra, 540.00; Java, 545.00; Sumatra, 550.00; Java, 555.00; Sumatra, 560.00; Java, 565.00; Sumatra, 570.00; Java, 575.00; Sumatra, 580.00; Java, 585.00; Sumatra, 590.00; Java, 595.00; Sumatra, 600.00; Java, 605.00; Sumatra, 610.00; Java, 615.00; Sumatra, 620.00; Java, 625.00; Sumatra, 630.00; Java, 635.00; Sumatra, 640.00; Java, 645.00; Sumatra, 650.00; Java, 655.00; Sumatra, 660.00; Java, 665.00; Sumatra, 670.00; Java, 675.00; Sumatra, 680.00; Java, 685.00; Sumatra, 690.00; Java, 695.00; Sumatra, 700.00; Java, 705.00; Sumatra, 710.00; Java, 715.00; Sumatra, 720.00; Java, 725.00; Sumatra, 730.00; Java, 735.00; Sumatra, 740.00; Java, 745.00; Sumatra, 750.00; Java, 755.00; Sumatra, 760.00; Java, 765.00; Sumatra, 770.00; Java, 775.00; Sumatra, 780.00; Java, 785.00; Sumatra, 790.00; Java, 795.00; Sumatra, 800.00; Java, 805.00; Sumatra, 810.00; Java, 815.00; Sumatra, 820.00; Java, 825.00; Sumatra, 830.00; Java, 835.00; Sumatra, 840.00; Java, 845.00; Sumatra, 850.00; Java, 855.00; Sumatra, 860.00; Java, 865.00; Sumatra, 870.00; Java, 875.00; Sumatra, 880.00; Java, 885.00; Sumatra, 890.00; Java, 895.00; Sumatra, 900.00; Java, 905.00; Sumatra, 910.00; Java, 915.00; Sumatra, 920.00; Java, 925.00; Sumatra, 930.00; Java, 935.00; Sumatra, 940.00; Java, 945.00; Sumatra, 950.00; Java, 955.00; Sumatra, 960.00; Java, 965.00; Sumatra, 970.00; Java, 975.00; Sumatra, 980.00; Java, 985.00; Sumatra, 990.00; Java, 995.00; Sumatra