PORT TO PROCEED WITH BAR PROJECT

Permanent Controlling Works to Be Built at Once.

COST WILL BE $50,000

Ship Channel in Columbia to Be Widened to 500 Feet and Three Wing Dams Projected.

WHAT PORT COMMISSION DID YESTERDAY.

Decided to proceed immediately with construction of permanent controlling works for the Columbia river channel at Morgan's bar.

Approved agreement with United States engineers for diking of Henrici bar by government in lieu of dredging owed the port.

Executed contract with Inman-Pousen Lumber company for dredging at new dock to be built by lumber company.

Executed contract with Northern Pacific Terminal company to fill site for new railroad terminal.

Started negotiations to take over dock commission's 15,000-ton drydock as first step in consolidation of port and dock commissions.

Named F. M. Warren as delegate of port commission to attend meeting at San Francisco for discussion of $30,000,000 shipping pool.

The Port of Portland will proceed immediately with the construction of permanent controlling works in the Columbia river channel at Morgan's bar, just below the mouth of the Willamette, it was determined at a meeting of the port commission yesterday afternoon. The work planned will consist of widening the ship channel in the Columbia at this point from 300 to 500 feet and building three wing dams to project into the stream from the Washington shore. These wing dams or dikes will be respectively 975, 700 and 965 feet in length, and it is estimated that the entire cost of the improvement will be in the neighborhood of $50,000.

The new work at Morgan's bar will be a companion piece to the 1200-foot dike recently completed at the mouth of the Willamette by the port commission, and the two improvements are expected to work together in preventing the annual shoaling of the river at these critical points during the summer freshet. A similar improvement is being made by the United States engineers at Willow bar, farther down the river. These three projects constitute the first serious attempt by the authorities to substitute permanent controlling works for the expensive dredging which must be repeated every year.

35-Foot Channel Step Taken.

The diking of the Columbia to make it maintain its own channel is also the first step toward a 35-foot channel from Portland to the sea. An increase in the projected width and depth of the channel in the Columbia river is being held in abeyance by the United States board of engineers to await demonstration that an improved channel can be maintained.

A tentative arrangement was made some time ago between the United States engineers and the Port of Portland whereby this improvement at Morgan's bar was to be made by the port in exchange for a similar improvement at Willow bar, but because funds are not available at present for the performance of this work by the United States engineers, the port commission decided to do the work at Morgan's bar anyhow.

James H. Polhemus, chief engineer and general manager of the port, was authorized by the commission to design and proceed to build a pile driver and to purchase a dipper dredge and bucket dredge for use whenever needed in port work.

Henrici Bar to Be Diked.

The president and manager of the port commission were authorized yesterday to work out an agreement with Major Richard Park, district United States engineer, for diking by the government forces of Henrici bar in lieu of dredging work owed to the port of the government.

The port commission at yesterday's meeting executed a contract with the Inman-Poulsen Lumber company for dredging of the channel in the Willamette river to and along the face of a new dock which is to be built by the lumber company. The Inman-Poulsen Lumber company, under the terms of this agreement, is to extend its present dock 40 feet into the stream to bring its face to the harbor line, and is also to build a new dock on the harbor line and extending 350 feet upstream from the end of the present dock. The lumber company guarantees to have all its construction work completed within 10 months. The actual dredging, all of which is in the main channel, will be done at the expense of the port, but the lumber company will bear all the expense of shore work.

Contract for Filling Signed.

Another important contract executed by the port commission yesterday was with the Northern Pacific Terminal company for filling of the site selected for the proposed new union railroad terminal. The port is to move about 1,000,000 cubic yards of material from the bed of the river on the west side of Swan island and deposit it upon the terminal site, in exchange for the payment by the terminal company of $80,000.

If a movement which was started yesterday by the port and dock commissions works out to the expected conclusion, the new 15,000 ton floating drydock recently completed by the commission of public docks will be taken over by the port commission, which owns the old drydock and the berth of the new one, and operates both. Under the divided authority over the two docks by the two commissions, much confusion is anticipated in the matters of insurance and liability, and it is desired to bring the ownership of both docks, as well as their management, under one head. As the proposal has been outlined, the port commission will take title to the new drydock and assume a proportionate amount of the bonds of the dock commission. With the bonds goes the tax levy to retire them.

Consolidation May Result.

Commissioners Thompson, Corbett, Metschan and Porter were appointed by the port commission to confer with the operating committee of the dock commission to work out the details of the transaction, and the opinion was freely expressed that these negotiations may "start the ball rolling" toward the eventual complete consolidation of the commissions.

Frank M. Warren, president of the port commission, was designated by the commission to represent that body at a meeting in San Francisco, January 20, at which a proposal to combine all American trans-Pacific shipping under the management of a $30,000,000 combine will be considered. Mr. Warren will be accompanied by H. L. Hudson, manager of the traffic bureaus of the port and dock commissions, in an advisory capacity.

A memorandum from the Chamber of Commerce, urging the necessity of establishing a radio station at the foot of Stark street or at some other convenient point to permit communication with vessels in the river between Portland and Astoria was referred to Messrs. Polhemus and Hudson. They are to check up the private radio plants of the city to determine if any of these can be utilized for such a service.

RUSSIAN CONDITIONS TOLD

Master of Steamer Ethelstan Says Many Are Dying in Petrograd.

GRAYS HARBOR, Wash., Jan. 12.—(Special.)—Captain W. B. Davis, master of the steamer Ethelstan, docked at the Aberdeen Lumber & Shingle plant, loading cargo, stated that more than a million and a half Petrograd citizens had died since the bolshevik government came into power and that the city, when he was there last August, had been reduced from 2,000,000 to not more than 500,000. Captain Davis carried a cargo of coal for the soviet government. The people are without food, without clothing and without fuel, except the small amount rationed by the government, which is entirely inadequate for nourishment and comfort. During the time the Ethelstan was in Petrograd all provisions, even fresh water, were refused her. Cholera was prevalent and it was feared that the water might cause the spread of the disease.

Captain Davis has been master of the Ethelstan 18 months. He lost three ships during the war. the Iodo and the Badminton were lost in 1916, one in the Mediterranean and the other off North cape. Neither sank until the crews had a chance to escape. The third ship, the Washington, was torpedoed in sight of Genoa and Captain Davis barely escaped before she sank.

LOCH KATRINA DUE IN MARCH

Royal Mail Steam Packet Craft Leaves London for Pacific.

ASTORIA, Or., Jan. 12.—(Special.)—Official notice has been received by E. M. Cherry that the Loch Katrina, the first of the Royal Mail Steam Packet company's new motorships built for the Pacific coast-European run, will leave London February 4 for Pacific coast ports, including the Columbia river, and should arrive here about March 15.

The Loch Katrina is a vessel of 15,000 tons deadweight, and is equipped with 6400-horsepower engines. She is said to be the largest Diesel engine craft afloat and the most modernly equipped cargo carrier ever constructed. The Royal Mail Steam Packet company is also considering the placing of passenger steamers on this run, and a representative of the main office is now on the coast gathering data in connection with this project.

The steamers which the company will assign to this run, should it decide to enter the passenger service, will be much more elaborately appointed than were the steamships Great Northern and Northern Pacific, formerly plying between the Columbia river and San Francisco.

BORGLUND ON WAY HERE

Norwegian Motorship Is Reported to Have Left San Francisco.

The Norwegian motorship Borglund, of the Norway-Pacific line, left San Francisco at noon yesterday for Portland, according to a dispatch received by the Merchants' Exchange. According to G. T. Theiring, Portland manager for A. M. Gillespie, Inc., agents for the Norway-Pacific line, the Borglund will discharge a large shipment of news print paper either at Astoria or at Portland, and will load 5000 tons of wheat here for Irish ports and small shipments of general cargo for Scandinavian ports.

The motorship Theodore Roosevelt, of the same line, is now at San Francisco discharging part of the cargo of paper which she brought from Christiania, Norway, and is expected to come to the Columbia river in a few days to unload the remainder. Whether she will load here or not has not yet been determined.

WORK ON DOCK TO START

Kalama's $21,000 Municipal Structure to Be Well Equipped.

RIDGEFIELD, Wash., Jan. 12.—(Special.)—Construction of the port of Kalama's municipal dock, the contract for which was awarded for $21,000 to the Lewis River Boom & Logging company of Ridgefield, will begin some time this month, according to the announcement made last week by Robert W. Smith of this place, secretary-treasurer of the company, which has its office here, and is not a Vancouver concern as previously reported.

The initial unit will be 92 by 570 feet and will be constructed and equipped with cranes and other modern dock facilities for the loading and unloading of vessels. About two months' time will be required to complete the project, which will give employment to about 12 men, practically engaged now. Nearly all of the piling is ready.

Notice to Mariners.

Oregon—Yaquina bay: Yaquina bar buoy 3, reported missing January 8, 1922, will be replaced as soon as practicable.

Oregon and Washington — Columbia river: (a) Astoria harbor gas buoy 11, found light extinguished January 7, was relighted same date. (b) Main channel—Middle ground buoy 9, moved 100 yards, 180 degrees, into 21 feet of water, without other change, January 9. (c) Astoria to Harrington point—Channel buoy 10, moved 70 yards, 322 degrees, without other change, January 9. (d) Astoria to Knappton—Knappton channel buoy 1, moved 250 yards, 30 degrees, into 10 feet of water, without other change, January 9. North channel to Harrington point—(e) channel buoy 4, moved 110 yards, 204 degrees, without other change, January 9. (f) channel buoy 8, moved 80 yards, 0 degrees, into 18 feet of water, without other change, January 9. (g) Portuguese point buoy 1, moved 190 yards, 270 degrees, into 10 feet of water without other change, January 9. (h) Channel buoy 5, moved 80 yards, 12 degrees, into 10 feet of water, without other change, January 9. (i) Channel buoy 7, moved 600 yards, 124 degrees, into 8 feet of water, without other change, January 9. (j) Channel buoy 14, established, a third class wooden spar, in 7 feet of water. Harrington point range front light, 88 degrees (NE. by E. ¾ E. Mag.); Beacon 6 light, 135 degrees (ESE. Mag.); Beacon 4 light, 201 degrees (S. ¾ E. Mag.). (k) Willow bar dike light, heretofore reported carried away, was replaced January 6.

Oregon—Willamette river. Swan Island bar lower light permanently discontinued December 28, 1921.

ROBERT WARRACK,
Supt. 17th Lighthouse District.

T. N. Case Is Irrigation Director.

KLAMATH FALLS, Or., Jan. 12.—(Special.)—The election of T. N. Case as a director of the Klamath irrigation district today was verified with the official returns from the Midland precinct, which gave Case four votes to three for R. E. Bradbury, making the results 105 for Case to 101 for Bradbury.

MUCH LIQUOR SMUGGLED

DRY AGENTS ENDEAVOR TO TRACE SHIPMENTS.

Many Vessels Calling at San Francisco Are Said to "Lose" Cargoes "in Storms."

SAN FRANCISCO, Jan. 12.—(Special.)—Prohibition agents are endeavoring to trace shipments of thousands of cases of British liquor shipped to Canada, which then are smuggled into the United States. Nearly every vessel from England bound for British Columbia, which calls at San Francisco has considerable quantities of liquor aboard.

Thousands of cases were on the Merchant, which stopped over here while en route from Liverpool to British Columbia. The shipments are many times what they were before prohibition became effective and more than enough, according to the authorities, to keep everyone in British Columbia comfortably drunk all the time.

"The liquor comes into the United States in lots of from 400 to 2000 cases in small vessels," said W. H. Tidwell, special agent of the treasury department. "It is taken from Canada supposedly for Mexico but nine-tenths of it never arrives there, being thrown overboard 'in a storm.' The liquor was never designed for its ostensible destination—Ensenada."

"Liquor dealers who have made a practice of shipping whisky from England to Mexico have ceased business because the country is flooded. If a shipment does get to Ensenada from British Columbia, it eventually gets over the border into California or Arizona."

Pacific Coast Shipping Notes.

ASTORIA, Or., Jan. 12.—(Special.)—The steamer American arrived at 7:30 last night from New York, via San Francisco, and went to the Hammond mill where she is taking on lumber. Later she will go to the port dock to pick up freight discharged there by the steamer Mexican and proceed to Portland.

The steamer Mexican arrived at 7:30 this morning from Boston, via San Francisco, and after discharging her Portland bound freight at the port terminals, will sail for Puget sound tonight.

The steam schooner Shasta arrived last evening from Los Angeles and is to load lumber at Westport and Portland.

Carrying 273,000 feet of lumber and 120,000 lath from Westport and 614,000 feet of lumber from St. Helens the steam schooner Daisy Putnam sailed at 7:45 this morning for Los Angeles.

After discharging part cargo in Portland the steamer Lehigh sailed at 11 o'clock last night for Charleston, via San Francisco.

The steam schooner Flavel with 1,100,000 feet of lumber from the Hammond mill sailed at 3:30 today for San Pedro.

The Japanese steamer Keifuku Maru will be due at the port terminals tomorrow to load 200,000 feet of Japanese squares which were towed down from Westport. She will go to the orient.

The tank steamer Frank G. Drum, with fuel oil for Portland arrived at 2:30 today from California.

The tank steamer R. J. Hanna will be due at 9 o'clock tomorrow morning from California, en route to Portland.

The steamer Senator is due from San Francisco and San Pedro en route to Portland.

COOS BAY, Or., Jan. 12.—(Special.)—Robert Banks of North Bend, and C. W. Barker of Marshfield will represent the port of Coos Bay and the Marshfield chamber of commerce at the shipping convention in San Francisco on January 20.

Four offshore carriers will load cargoes and parts of cargoes at the Buehner Lumber company dock between now and March 1, including Cape Romaine, for New York, Unita for China and Japan, Ecola for Japan and John A. Campbell for Australia.

The steam schooner Daisy Freeman was an arrival this morning at 7:45 from San Francisco. She is taking her lumber cargo at the Oregon Exports company mill at Millington.

The steamer Johanna Smith, which left here last Sunday, returned this morning from Bay Point, having discharged 1,500,000 feet of lumber and made the round trip in less than five days.

VANCOUVER, B. C., Jan. 12.—(Special.)—January 18 the refrigerator ship Neponset, of the North Atlantic & Western Steamship company's fleet will be due in port from the Atlantic side and will load lumber, shingles and apples for New York and other Atlantic ports.

British Columbia shippers are delighted with a refrigerator service to Atlantic ports and they now enjoy refrigeration on every route out of this port.

The Canadian government merchant marine steamer Canadian Skirmisher has begun loading lumber on the Fraser river for ports in the orient.

For the Hudson's Bay company, F. L. Patterson of this city is building a 172-foot boat of shallow draft to be used on the Athabasca river. The machinery to go into this boat will be that which came out of the company's old Skeena river boat, the Port Simpson. The boat will be dismantled again on completion, and will be shipped, knocked down, on rail and sleigh to its destination in the far north of Canada.

The steamer West Ivan, which will be due in port Sunday from the orient with hemp for transhipment, is the boat that saved the crew of the steamer Fukui Maru on the outbound trip of the West Ivan. The Fukui Maru sank, but the crew was landed in safety in Japan.

Repairs will be started tomorrow on the steamer Admiral Farragut in the Wallace shipyards here, as the Admiral line steamer arrived in port today from San Francisco and proceeded to the Wallace ways at once.

The steam schooner Annette Rolph arrived in port today from San Francisco with a generous cargo for this port.

Late this month the steamer Waihemo, of the Canadian-Australian line, is due in port from New Zealand, via Fiji and will bring 1500 tons of sugar for the local refinery.

With 3000 tons of raw sugar from Peru, the steamer Colusa has been posted to arrive in about five days from the south.

The Canadian-Australian passenger liner Niagara will sail tomorrow night for the antipodes with 350 passengers and 3000 tons of freight on the vessel.

The Vancouver-Australian passenger traffic, which has been very light for some months, is now picking up again and the spring is expected to give full lists again.

The steamer Kongeson Maru, of the Mitsui fleet, is posted to arrive Sunday from Seattle to load outbound for the orient.

SEATTLE, Wash., Jan. 12.—(Special.)—A capacity load of lumber, steel, cotton, canned goods, machinery and other miscellaneous products was taken on the steamship Africa Maru of the Osaka Shosen Kaisha, which sailed today for Yokohama, Kobe, Shanghai, Hongkong and Manila. The Manila Maru of the same service is due at this port from the far east January 22. This carrier will be followed by the steamers Arabia Maru and Arizona Maru February 4 and February 22, respectively.

Inclusion of ports of the west coast of Mexico and Central America on the itinerary of the steamship St. Joseph of the Compagne Generale Transatlantique, the French line, was announced here today by the Trans-Oceanic company, Pacific coast agent for the French line. The vessel, which arrived at San Francisco this week, will be placed on berth at this port January 20. The next three or four steamers of the French line following the St. Joseph will also make the calls at Mexico and Central America.

Besides calling at the ports between the Bordeaux and Hamburg range the next few steamers of the French line will make the following Mexican and Central American ports: Champerico, Acajutla, La Libertad, La Union, Corinto, Nicaragua, Mazatlan, Manzanillo. The last port will be called at providing inducements offer.

To load her second cargo of lumber on Puget sound the Seattle-owned steam schooner H. B. Lovejoy arrived late today from California. Her charter was arranged by Robert C. Hill, who recently established a ship broker and commission business with headquarters in the Colman building.

The steamship Port Angeles arrived this noon from California ports.

In the Seattle-California service of the Charles Nelson line the steamers Northland and Mukilteo are scheduled to leave for San Pedro, via San Francisco today.

Bringing about 1000 tons of Atlantic coast cargo the steamship Mexican of the American-Hawaiian line is expected to dock here tomorrow. At Seattle she will load large shipments of general freight for New York and Philadelphia.

With a large list of passengers and general cargo, the steamship President of the Pacific Steamship company is due tonight from San Francisco and San Pedro.

Owing to the fact that there is a big repair list on the shipping board steamship West Colera, the freighter West Henshaw has been substituted in her place to go on berth here the last of January for Australian and New Zealand ports.

Laden with a capacity cargo of lumber and steel, the Mitsui Bussan Kaisha steamship Yubari Maru left this afternoon from Seattle for Japanese and Chinese ports.

Harold Weeks, member of the Seattle staff of the Canadian National railways, returned today from Ottawa, Canada, where he passed a month visiting friends and relatives.

One of the largest passenger lists of the last few months will be taken by the shipping board's 535 type liner Keystone State, which sails for far-eastern ports Saturday morning at 11 o'clock. The Keystone State will have 130 first cabin and 250 steerage passengers, the cabin travelers including a party of prominent Shriners from all parts of the country who are making their fourth pilgrimage to the orient under the auspices of Nile Temple, Seattle.

Besides a good passenger list the Keystone State will be laden with 8000 tons of general cargo, and about 5000 bags of mail. Captain Gerald T. January is commander.

GRAYS HARBOR, Wash., Jan. 12.—(Special.)—Ivar Vaumond, veteran Grays Harbor mariner and for the past six years first mate and pilot of the government dredge Colonel P. S. Michie, has been appointed pilot for Grays Harbor by the shipping and towing interests of Aberdeen and Hoquiam. Announcement was made today. Mr. Vaumond arrived last night from Portland, where he conferred with dredge officials and obtained a year's leave of absence from the dredge. Vaumond was employed as mate and pilot on harbor tugboats for 10 years prior to accepting the Michie job. In his capacity of port pilot Vaumond will be taken to the bar on the tug John Cudahy. Captain H. K. Johnson will pilot the ships in from the bar.

The barkentine Alicia Haviside arrived outside the bar this afternoon and has been waiting a tug to bring her in.

The steamers Etna Maru, from the Wilson mill, Aberdeen, and the Claremont, from the Northwestern mill, Hoquiam, cleared this morning for Tacoma, where they will complete cargo.

The schooner Columbia crossed the bar out this morning, bound for Honolulu.

VICTORIA, B. C., Jan. 12.—(Special.)—The Furness, Withy freighter Barrymore, after loading at Pacific coast ports, passed out at 1:30 A. M. today for the orient.

Bound for Nanaimo, B. C., for bunkers, the Harrison steamer Merchant sailed this morning. After coaling she will load at Vancouver and perhaps at Seattle for the United Kingdom.

With 33 passengers and some car lots of oranges for Victoria, the Admiral line steamer President was in from San Francisco at noon today. The vessel was on schedule, despite her two days in drydock in the south.

The French line steamer St. Joseph, third of the fleet to come to this coast, is due at Nanaimo for bunkers tomorrow. The ship has not been in touch with shore but is believed to be northbound from San Francisco. She will pick up a pilot at this port on passing in from sea.

The Africa Maru, outbound for the orient, has been delayed at Seattle and will not arrive here until early tomorrow. Twenty-one passengers, mostly Japanese and mails from Canada, are waiting for the ship here.

SAN PEDRO, Cal., Jan. 12.—(Special.)—News received from the east today indicates the purchase by the Luckenbach steamship company of the steamer Honoluluan from the American-Hawaiian line. The steamer now is flying the Norwegian flag as the Argentina.

The supply ship Saturn is due here next week en route to Philadelphia. She has been ordered sold.

TACOMA, Wash., Jan. 12.—(Special.)—On account of a heavy fog over the harbor early this morning, the Africa Maru of the Osaka Shosen Kaisha line failed to depart for the orient until noon. The Hawaii Maru, however, managed to get in during the night without any trouble.

The Horace X. Baxter, from San Francisco, arrived last night and will load a part cargo of lumber here for the south.

To load lumber for the orient, the Belgium Maru shifted here from Everett last night, and began loading today. She will be here several days taking her cargo.

The Hawaii Maru will shift to Vancouver, B. C., tomorrow night to discharge and take on freight. The steamer returns here next week to complete loading.

The Meriden of the General Steamship corporation's line will depart tomorrow evening for ports of Peru and Chile, via San Francisco.

The steamer Amur, towing the barge Louisania, was an arrival this morning with both craft loaded with ore from Granby, B. C.

The Spain Maru arrived here this afternoon from Seattle to complete loading lumber. She will depart tomorrow.

PORT TOWNSEND, Wash., Jan. 12.—(Special.)—After operating the Hawkeye State and the Buckeye State, owned by the United States shipping board, from Baltimore to the Hawaiian islands, via San Francisco, the Matson Navigation company will return the steamers to the government the latter part of February, according to word received here by shipping men. They will return to the board on their arrival on the Atlantic. No announcement has been made to whom the big craft will be assigned.

The demand for lumber in Japan is greater than can be supplied by steamers, and plans are being formulated to construct a big raft and tow it across the Pacific, according to F. J. Manor, who is a visitor from Grays Harbor, where the raft is to be put together. It is said that logs can be rafted cheaper than carried by steamers after they are converted into lumber.

After discharging a big shipment of hemp from Manila at Portland, the steamer Edmore of the Admiral line's trans-Pacific fleet, which was diverted from Puget sound this trip to Portland, will come to Puget sound, she having some cargo for discharge at Seattle and Tacoma. After loading a part cargo she will complete at Vancouver, B. C., for the orient.

En route to Mobile with cargo loaded at Portland and Seattle, the steamer Florence Luckenbach departed this evening.

As a result of the recent visit of J. L. Luckenbach, vice-president of the Luckenbach Steamship company, it is unofficially announced that H. C. Cantelow, traffic manager for the Pacific Steamship company, will become Pacific coast manager for the Luckenbach company. Mr. Cantelow is en route to San Francisco on business and on his return it is expected he will tender his resignation to the Pacific Steamship company.

Carrying general freight, lumber and copper, the Japanese steamer Africa Maru cleared today for the orient.

SAN FRANCISCO, Jan. 12.—(Special.)—For inspection by officials of the army transport service, the freighter West Lewark was placed on the Moore Shipbuilding company's drydock today. The vessel arrived here last night from Seattle. She has been turned over to the transport service by the shipping board to be fitted out as a transport to replace the Dix. As soon as she is accepted the vessel will undergo extensive alterations to fit her for transport service between coast ports and Honolulu. The vessel will be cleaned and painted while on the drydock.

An assistant surveyor will be appointed to the board of underwriters this week. Prominent among the list of applicants for the position is Captain John Ansell, one of the best known mariners along the coast. There have been more than a score of entries for the appointment. The appointee will act as an assistant to Captain Cecil Brown.

Fred Linderman has chartered the steam schooners Nehalem and J. B. Stetson for six months. He will place the vessels in the coastwise lumber trade. Both vessels were owned by the Gulf Mail Steamship company, which suspended operations last year. The two vessels have been laid up at Martinez for nearly a year. They were taken to the Crowley shipyards in Oakland today to be reconditioned.

Captain G. B. McDonald will be in command of the steamer Colusa when she clears from here for Seattle. He relieves Captain John Miller, who is forced to remain here in connection with testimony in reference to the charges of sabotage against members of the crew of the Creole State. Captain Miller was in command of the Creole State at the time. Captain McDonald will relinquish command of the Colusa at Seattle, turning the vessel over to Captain Miller.

First of the Ocean Motorship company's vessels to leave here in their newly-established service, the motorship Babinda sailed for the Columbia river from this port Wednesday night. The company has secured the paper contract from the Willamette Paper & Pulp company. The Boobyalla is now at Tacoma and the Benewa will be dispatched next week from this port. The three vessels will engage in the lumber trade and general cargo service.

The Norwegian motorship Borgland left here today for Portland to finish loading a general cargo for Christiania, Norway.

The French steamer Providencia, which came into port Sunday because of engine trouble, left today for Tacoma.

The steamer W. S. Reems, recently overhauled at the Bethlehem shipyards at the Potero, had its trial trip today and went back on the drydock for slight changes.

The steamer J. B. Stetson was taken from Benecia, where she has been idle for some time, to the Crowley shipyards in Oakland today for an overhauling preparatory to being placed in commission on the coast.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
*Senator	San Diego	Jan. 13
Hamer	San Fran	Jan. 13
Karonga	Seattle	Jan. 14
Chattanooga City	Seattle	Jan. 14
Colusa	San Fran	Jan. 15
West Notus	San Fran	Jan. 15
Heiaan Maru	Japan	Jan. 15
Borgland (m. s.)	Christiania	Jan. 15
Babinda (M. S.)	San Fran	Jan. 15
Edmore	Manila	Jan. 16
Moerdyk	Seattle	Jan. 16
*Admiral Rodman	Seattle	Jan. 16
Meriden	Seattle	Jan. 17
Nyanza	Galveston	Jan. 18
Th. Roosevelt (m. s.)	Antwerp	Jan. 18
*Admiral Evans	San Diego	Jan. 19
Seine Maru	Panama	Jan. 19
Edgar Luckenbach	New York	Jan. 20
Neponset	New York	Jan. 20
Fuku Maru	Orient	Jan. 20
Tricolor	San Fran	Jan. 21
Saint Joseph	Europe	Jan. 21
Hattie Luckenbach	New Orleans	Jan. 24
Howick Hall	Orient	Jan. 25
West Henshaw	Eureka	Jan. 25
Kennecott (m. s.)	New York	Jan. 27
Harry Luckenbach	New York	Jan. 30
Steel Mariner	New York	Jan. 30
H. S. Grove	New York	Jan. 30
Rakuyo Maru	Orient	Jan. 30

To Depart From Portland.

Steamer—	For	Date.
Julia Luckenbach	New York	Jan. 13
*Rose City	San Fran	Jan. 14
*Senator	San Diego	Jan. 14
West Keats	Orient	Jan. 17
*Admiral Rodman	S. F.-Way	Jan. 18
*Admiral Evans	San Diego	Jan. 21

Vessels in Port.

Steamer—	Berth.
Alaskan	Portland Flour Mills.
American	Astoria.
Bearport	Drydock.
Brasil Maru	Globe mills.
Brooklyn	Terminal No. 4.
Edmore	Vegetable oil dock.
Georgina Rolph	Albers dock.
Daisy Mathews	Harvey dock.
F. S. Loop	Westport.
Hanna Nielsen	Inman-Poulsen mill.
Hannawa	Terminal No. 4.
Henriette (sch.)	Clark-Wilson mill.
Holland Maru	Irving dock.
John C. Kirkpatrick	St. Helens.
Julia Luckenbach	O.-W. R. & N. dock.
Keifuku Maru	Astoria.
Kinkasan Maru	St. Helens.
Kiso Maru	Harvey dock.
Las Vegas	Peninsula mill.
Montague	Terminal No. 4.
Mexican	Astoria.
Oregon Fir (sch.)	Clark-Wilson mill.
Oregon Pine (sch.)	Harvey dock.
*Rose City	Ainsworth dock.
Ryder Hanify	East & West. mill.
Shasta	Westport.
Scotland Maru	Montgomery dock.
Undaunted (sch.)	Peninsula mill.
West Keats	Terminal No. 4.

*Carries passengers.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

R. J. HANNA, San Pedro for Willbridge, 867 miles north of San Pedro.

STARR, Seward for Seldovia, 15 miles west of Pye island, January 11.

MANULANI, Seattle for Honolulu, 1139 miles from Seattle January 11.

EQUATOR, off West Point.

JUFUKU MARU, Astoria for Galveston, 600 miles from North Head.

CLAREMONT, Grays Harbor for San Pedro, 73 miles south of Grays Harbor.

SAN DIEGO, Tacoma for San Pedro, 61 miles south of Cape Flattery.

MANULANI, Seattle for Honolulu, 1139 miles from Seattle, January 11.

HYADES, Kaanapali for San Francisco, 1100 miles west of San Francisco, January 11.

SATSUMA, New York for Honolulu, latitude 18:31 north, longitude 142:35 west, January 11.

DAKARA MARU, Panama for San Francisco, latitude 26:38 north, longitude 116:27 west, January 11.

RED HOOK, San Pedro for Galveston, 2619 miles north of Balboa, January 11.

IOWAN, San Pedro for New York, 2587 miles north of Balboa, January 11.

STANLEY DOLLAR, Vancouver for San Francisco, 565 miles from San Francisco, January 11.

STEEL WORKER, Vancouver for San Francisco, 320 miles north of San Francisco, January 11.

WEST MAHWAH, Papeete for San Francisco, 587 miles from Honolulu, January 11.

HOWICK HALL, Yokohama for Port Townsend, 1424 miles from Cape Flattery, January 11.

HAWKEYE STATE, Honolulu for San Francisco, 1914 miles from San Francisco, January 11.

CADDO, Talara for Vancouver, 2147 miles south of Vancouver, January 11.

TUSCALUSA, San Pedro for Singapore, 502 miles west of San Pedro.

DAKARA MARU, Panama for San Francisco, latitude 29:30 north, longitude 117 west.

SANTA INEZ, San Francisco for Tacoma, off San Francisco lightship.

MAUI, San Francisco for Honolulu, 497 miles west of San Francisco.

COLUSA, San Francisco for Vancouver, B. C., 214 miles north of San Francisco.

MEXICO, Mazatlan for San Pedro, 72 miles south of San Pedro.

EDWARD LUCKENBACH, San Pedro for San Francisco, 43 miles south of San Francisco.

ROYAL ARROW, San Francisco for China, 784 miles from San Francisco.

LIEBRE, Everett for San Pedro, 295 miles north of San Francisco.

SISKIYOU, Columbia river for San Pedro, 95 miles north of San Francisco.

FRANK G. DRUM, Gaviota for Portland, 40 miles from Portland.

SANTA RITA, Grays Harbor for San Pedro, 115 miles north of San Pedro.

J. A. MOFFETT, Point Wells for San Pedro, 112 miles north of San Pedro.

HUMBOLDT, San Pedro for San Francisco, 100 miles south of San Francisco.

ATLAS, Willbridge for San Pedro, 377 miles north of San Pedro.

WAHKEENA, San Pedro for Grays Harbor, 486 miles south of Grays Harbor.

BARRYMORE, Vancouver for Yokohama, passed Tatoosh at noon.

STOCKTON, Point Wells for San Francisco, 120 miles from Point Wells.

CITY OF VANCOUVER, Liverpool for Victoria, 5 miles from Tatoosh.

By Federal Telegraph.

BAY STATE, Seattle for Yokohama, 1290 miles west of Seattle, January 11.

VANCOUVER MARU, Yokohama for Seattle, 1600 miles west of San Francisco, January 11.

HENRY S. GROVE, Baltimore for San Francisco, 1263 miles south of San Pedro, January 11.

HAWKEYE STATE, Honolulu for San Francisco, 1940 miles west of San Francisco, January 11.

LOS ANGELES, San Pedro for Yokohama, 2166 miles west of San Pedro, January 11.

CADDO, Talara for Vancouver, 2148 miles south of Vancouver, January 11.

HENRY D. WHITON, Sabine for San Pedro, 1310 miles south of San Pedro, January 11.

VENTURA, San Francisco for Sydney, 821 miles southwest of San Francisco.

F. H. BUCK, Gaviota for Avon, 85 miles south of Avon.

HARVARD, San Francisco for San Pedro, 70 miles south of San Francisco.

HAMER, San Francisco for Portland, 120 miles north of San Francisco.

LA PURISIMA, San Pedro for Portland, 539 miles south of Portland.

BUCKEYE STATE, Baltimore for San Francisco, 534 miles south of Havana.

ECUADOR, Baltimore for San Francisco, 1034 miles south of San Francisco.

DAILY CITY STATISTICS

Marriage Licenses.

OSBORN-SKIFF—C. Willey Osborn, legal, 251 North Twenty-sixth street, and Ethel Skiff, legal, Wheeldon apartments.

DAVIS-GORDON—Alvin W. Davis, 28, 5112 Forty-ninth street Southeast, and Ethel M. Gordon, 24, 5122, Forty-ninth street Southeast.

HORN-LENON—Richard Willis Horn, 28, 341 Fourteenth street and Doris A. Lenon, 22, 380 Tenth street.

LEONETTI-LIONETTI—Charles V. Leonetti, 24, 206 Meade street, and Angelina Lionetti, 17, 411 Harrison street.

REEK-REEK—Emil G. Reek, legal, 395 Guild street, and Meta Reek, legal, 395 Guild street.

WILSON-OLSON—Claude Wilson, legal, 362½ North Twenty-third street, and Florence Olson, legal, 741 Hoyt street.

Vancouver Marriage Licenses.

TAYLOR-McDONALD—Henry Taylor, legal, of Portland, and Mrs. Alice McDonald, legal, of Portland.

SYLVESTER-VOLTS—Silas Sylvester 23, of Portland; and Minnie C. Volts, 18, of Portland.

GOTTSCHALK-MITCHELL — Paul E. Gottschalk, 45, of Portland, and Mrs. Margaret K. Mitchell, 35, of Portland.

WAKKILA-PEKKARINEN — Gust E. Wakkila, 29, of Astoria, Or., and Ellen Pekkarinen, 19, of Astoria, Or.

Births.

DOTY—To Mr. and Mrs. V. M. Doty, 1444 Grand avenue, January 3, a son.

MISETICH—To Mr. and Mrs. George Misetich, 1238 Denver, January 2, a daughter.

CRANE—To Mr. and Mrs. William P. Crane, 146 Hamilton, January 3, a son.

WHITE—To Mr. and Mrs. Thomas V. White, Scappoose, Or., December 28, a daughter.

WATER RATES REDUCED

FREIGHT TO CUBA AND GULF PORTS LOWERED.

Portland Manager of Luckenbach Lines Announces Receipt of New Quotations.

New rates to China and American ports of the Gulf of Mexico, not heretofore quoted, and important reductions in the intercoastal rates to the Atlantic coast ports of the United States, were announced yesterday by J. G. Euson, Portland manager for the Luckenbach Steamship company, upon the receipt of telegraphic advices.

The Cuban conference, according to Mr. Euson, has established a rate from Pacific Coast ports to Nuevitas, Cuba, of $1 a hundredweight on beans and of $1.10 on rice. The Gulf conference has established a rate of $7 a short ton on old magazines from Pacific coast ports to Gulf ports. These new rates, as well as the changes in the eastbound intercoastal rates, became effective yesterday.

The rate on bones, hoofs and horns from Pacific coast ports to the Atlantic was reduced from $1.50 in carload lots and $2.50 in less than carload lots to $1.20 a hundredweight in any quantity.

A reduction of more than half was made on lubricating oil having a petroleum base. The conference rate on this commodity in tins, boxed, and in barrels was reduced from $2.75 to $1.10.

The rate on frozen imported eggs was reduced from $1.75 to $1.50, and that on onions and potatoes from $1.25 to 90 cents.

New items listed for the first time in the tariff are woodenware in less than carload lots at $2.25 and wooden pipe in carload lots at 85 cents. Rape seed was included in the 60-cent rate heretofore quoted on hemp seed.

Canadian Observer Goes Aground.

VANCOUVER, B. C., Jan. 12.—(Special.)—The Canadian government steamer Canadian Observer, with 1600 tons of paper on board and bound from Ocean Falls to San Francisco, ran aground in Deep Bay, Discovery passage, tonight, two hours after high slack tide. There was a dense fog. Captain A. O. Cooper was in command. The craft may be floated on the next high tide in the morning.

Marine Notes.

The steamer Willpolo, of the Williams line, was scheduled to leave Portland late last night for the Atlantic coast via Puget sound and San Francisco.

Three steamers of the American-Hawaiian fleet were at Portland and Astoria yesterday working cargoes, the Alaskan, loading at terminal No. 1 and the Portland Flouring Mills dock for Europe and the American and Mexican at Astoria. The Mexican, which, like the Alaskan, is in the European trade, will not come of Portland, but the American, in the intercoastal service, will come up the river in a few days.

The Suzuki steamer Holland Maru chartered by the Wilcox-Hayes company, finished lining at the Peninsula mill yesterday and moved to the Irving dock to start loading a cargo of grain for the orient.

The Japanese steamer Keifuku finished loading her Portland allotment of cargo yesterday and moved to Astoria to finish.

The Isthmian line steamer Steel Seafarer was expected to go to sea from Westport last night. She is taking general freight to the Atlantic coast.

The steamer Bearport, assigned to the Columbia-Pacific as an extra ship in the oriental service, will go from the mooring grounds at St. Johns to the port drydock at 6 o'clock this morning.

Movements of Vessels.

PORTLAND, Jan. 12.—Sailed at 4 P. M., Japanese steamer Keifuku Maru for the orient via Astoria; at 11 P. M., steamer Willpolo for New York via way ports.

ASTORIA, Jan. 12.—Arrived at 7:30 A. M., steamer Mexican from New York and way ports; at 7:45 A. M., steamer Daisy Putnam for San Pedro.

SAN FRANCISCO, Jan. 12.—Sailed, at 9 A. M., steamer Hamer for Portland; at noon, Norwegian motorship Borglund from Christiana for Portland.

ASTORIA, Jan. 11.—Arrived at 3:15 and left up at 6:30 P. M., steamer Shasta, from San Pedro, for Westport; at 7:30 P. M., steamer American, from New York and way ports. Sailed at 9:30 P. M., steamer Lehigh, for Philadelphia and way ports.

SAN FRANCISCO, Jan. 11.—Sailed at 4 P. M., motorship Babinda, for Portland; at 11 P. M., Norwegian steamer Baja California, from Portland for Central American ports; at 11:45 P. M., steamer Colusa, from west coast of South America, for Portland.

SAN PEDRO, Jan. 11. — Arrived — Steamer Oleum, from Portland.

BALBOA, Jan. 11. — Sailed — Steamer Pleiades, from New Orleans, for Portland.

VICTORIA, B. C., Jan. 12.—Arrived—President, from San Francisco. Departed—Merchant, for Vancouver, via Nanaimo, B. C.; President, for Seattle. Passed—Barrymore, from Vancouver, for Yokohama.

KOBE, Jan. 6. — Arrived — Wenatchee, from Tacoma; Eldridge, from Tacoma; January 7, Robert Dollar, from Vancouver; January 8, Brotesilaus, from Seattle; January 9, Oregon Maru, from Portland, Or.

YOKOHAMA, Jan. 8.—Arrived—Wheatland Montana, from Tacoma; January 9, West Coyote, from Portland, Or.; West Nome, from Portland, Or.

TACOMA, Wash., Jan. 12.—Arrived—Horace X. Baxter, from San Francisco; Spain Maru, from Seattle; Belgium Maru, from Everett; Hawaii Maru, from Yokohama; Anyox, towing barge, from Louisiana. Sailed: Katori Maru for Yokohama; Northland, for San Francisco; Willamette, for San Francisco, via Everett; Africa Maru, for Yokohama.

SEATTLE, Wash., Jan. 12.—Arrived: President, from San Pedro; H. B. Lovejoy, from San Pedro; Port Angeles, from San Francisco. Sailed: Africa Maru, for Manila; Mukilteo, for San Pedro.

SAN FRANCISCO, Jan. 12.—Arrived: Acme, from Bandon; Elizabeth, from Bandon. Departed: Hamer, for Portland; Colusa, for Vancouver.

RAYMOND, Wash., Jan. 12.—(Special.)—Sailed: Caoba, 11 A. M., January 11, for San Pedro. Arrived: Virginia Olson, from San Pedro, at 11 A. M.

VANCOUVER, B. C., Jan. 12.—(Special.)—Arrived: Annette Rolph and Admiral Farragut, from San Francisco; Princess Alice and Selkirk, from Seattle. Sailed: Culburra, for San Pedro; motorship Washington, for Ketchikan.

MANILA, Jan. 10.—Sailed: West Jena, for San Francisco.

HAVANA, Jan 11.—Sailed: Buckeye State, for San Francisco.

PLYMOUTH, Jan. 11.—Arrived: America, from New York, for Bremen.

LONDON, Jan. 12.—Sailed: Panhandle State, for New York.

LIVERPOOL, Jan. 10.—Sailed: Scythia, for New York.

KOBE, Jan. 7.—Sailed—Silver State, for Seattle; January 8, Kashima Maru, from Tacoma.

SAN PEDRO, Cal., Jan. 12.—(Special.)—Arrived: Steel Ranger, from San Francisco, 8:30 A. M.; Chihuahua, from San Francisco, 10 A. M.; Hawaiian, from New York, 1 A. M.; Brunswick, from Fort Bragg, 9 A. M.; Admiral Evans, from Portland, 4 P. M.

Sailed: Neponset, for Seattle, 3 P. M.; F. H. Hillman, for Richmond, 7 A. M.; Ernest H. Myer, for Aberdeen, 2 A. M.; Oleum, for San Diego, 1 A. M.; Coolcha, for Puget sound, 1 A. M.; Pacific, for Everett, 6 P. M.; Davenport, for Portland, 6 P. M.

Tides at Astoria Friday.

High.		Low.	
0:55 A. M.	8.0 feet	5:46 A. M.	3.2 feet
12:24 P. M.	10.2 feet	7:28 P. M.	1.2 feet

Report From Mouth of Columbia River.

NORTH HEAD, Jan. 12.—Condition of the sea at 5 P. M., moderate. Wind east, light.

Morrow County, Oregon

5½% Road Bonds

at 102.40 to yield 5 1/8%

Exempt From Income Tax

Dated Nov. 1, 1919; Due Nov. 1, 1929

MORROW COUNTY has an assessed valuation of $13,356,629, a bonded debt of only $290,000 (slightly over 2%), a population of over 6000, and an area about equal to Delaware.

Wheat and wool are its principal products. Cattle, diversified farming and dairying are growing in importance as sources of wealth.

Morrow county farmers are 88% American born, thrifty and successful.

Legality approved by TEAL, MINOR & WINFREE

LEGAL INVESTMENT FOR SAVINGS BANKS AND TRUST FUNDS IN OREGON, ELIGIBLE TO SECURE PUBLIC DEPOSITS.

Wire Orders Collect.

FREEMAN, SMITH & CAMP CO.

LUMBERMENS BLDG., PORTLAND

FIFTH AND STARK — BONDS — PHONE B'WAY 5740

ALL LINES ARE STEADY

PRICES MAINTAINED AT LOCAL STOCK YARDS.

Day's Run Is Light, Comprising Six Loads of Cattle, Hogs and Sheep.

Trade continued quiet at the stock yards yesterday, with only six loads received. The market had a steady appearance throughout and prices were unchanged in all lines.

Receipts were 62 cattle, 81 hogs and 270 sheep.

The day's sales were as follows:

	Wt.	Price.		Wt.	Price
1 cow..	730	$2.50	4 cows..	1052	4.50
2 cows..	930	3.50	1 bull..	1330	2.50
21 mixed	778	4.00	1 hog..	360	7.75
1 hog..	170	8.75	2 hogs..	140	8.85
5 hogs..	170	9.00	1 hog..	340	7.00
1 hog..	500	6.00	9 hogs..	198	9.00
9 hogs..	160	9.00	3 hogs..	260	8.50
15 hogs.	161	9.00	3 hogs..	230	8.75
4 hogs..	170	9.00	3 hogs..	230	8.75
1 hog..	180	9.00	3 hogs..	106	8.75
1 hog..	380	5.00	10 hogs..	185	9.00
16 hogs.	148	9.00	22 hogs..	185	9.00
149 lambs	61	6.50	1 hog..	340	8.50
25 lambs	67	8.00	6 hogs..	176	9.00
15 yearl.	97	7.50	14 hogs..	196	9.00
2 steers.	1180	6.50	9 hogs..	166	9.00
3 steers.	1040	6.50	5 hogs..	88	9.00
1 steer..	1040	6.00	120 lambs	62	6.50
5 steers.	1168	6.75	18 lambs.	71	7.00
3 cows..	1036	4.50	4 ewes..	212	5.00
5 cows..	1046	4.50	11 yearl..	98	7.00
14 cows..	966	5.25	80 yearl..	98	7.00
23 cows..	1045	5.25	11 yearl..	87	4.50

Prices quoted at the Portland Union stockyards were as follows:

Cattle—	
Choice steers	$7.00@ 7.75
Medium to good steers	6.25@ 7.00
Fair to medium steers	5.75@ 6.25
Common to fair steers	4.75@ 5.75
Choice feeders	5.00@ 5.50
Fair to good feeders	4.50@ 5.00
Choice cows and heifers	5.25@ 5.75
Medium to good cows, heifers	4.75@ 5.25
Fair to medium cows, heifers	4.25@ 4.75
Common cows	3.25@ 4.25
Canners	2.25@ 3.25
Bulls	3.00@ 4.00
Choice dairy calves	9.50@10.50
Prime light calves	9.50@ 9.50
Medium light calves	6.50@ 8.50
Heavy calves	5.50@ 6.50
Hogs—	
Prime light	8.75@ 9.00
Smooth, heavy, 200@300 lbs.	8.00@ 8.50
Smooth, heavy, 300 lbs. up	7.00@ 8.00
Rough heavy	5.00@ 7.00
Fat pigs	8.75@ 9.00
Feeder pigs	8.75@ 9.00
Stags, subject to dockage	6.00@ 6.50
Sheep—	
East of mountain lambs	8.00@ 8.50
Best valley lambs	7.50@ 8.00
Fair to good	5.50@ 7.00
Cull lambs	3.50@ 5.00
Eastern Oregon feeders	6.00@ 7.00
Light yearlings	6.00@ 7.00
Heavy yearlings	5.00@ 6.00
Light wethers	4.50@ 5.50
Heavy wethers	4.00@ 5.00

Chicago Livestock Market.

CHICAGO, Jan. 12.—(U. S. Bureau of Markets.)—Cattle—Receipts, 11,000; market fairly active on all classes; beef steers, fat she stock and calves, steady to strong; spots higher on desirable beef steers; top yearlings, $9; bull beef steers, $7@8; bulls, steady; stockers and feeders, strong.

Hogs—Receipts, 40,000; active, largely 35c to 40c higher than yesterday's average; big packers doing nothing; top, $8.70 on 140 to 160-pound average; bulk of sales, $8@8.40; pigs, 40c to 50c higher; bulk desirable, $8.50@8.75.

Sheep—Receipts, 21,000; generally steady; fat lamb top, early $12.85; some held higher; bulk early, $12.50@12.75; fat ewe top early, $7.10; bidding steady on feeder lambs.

Kansas City Livestock Market.

KANSAS CITY, Mo., Jan. 12.—(U. S. Bureau of Markets.)—Cattle—Receipts, 3500; beef steers, steady to 25c higher; mostly 10c to 15c higher; closing easy; quality plain; several loads, $7.25@7.50; fat she stock strong, closing weak, most cows $4@4.50; good light heifers, $6.75; calves strong to 25c higher; best vealers, $9@9.25; odd lots, $9.50; other classes strong, good and choice heavy butcher bulls, $4.25@4.75; bulk bolognas, $3.50@3.75; most canners around $2.50; plain to choice stockers, $5.10@6.60; most stock cows, $3.25@3.75.

Hogs—Receipts, 5500; closing active to packers and shippers, 25c to 35c higher than yesterday's average; best 150 to 190 pounders, $7.90@8; 200 to 275 pounds, $7.80@7.90; mixed loads, $7.40@7.75; bulk of sales, $7.50@7.90; top, $8; most throw out sows, $6@6.75; stock pigs, 25c higher.

Sheep—Receipts, 5000; killing classes generally 25c higher; 109 to 117 pound fed ewes, $6.75; best 85-pound lambs, $12.25.

Omaha Livestock Market.

OMAHA, Jan. 12.—(U. S. Bureau of Markets.)—Hogs—Receipts, 9000; active, 35@40c higher; bulk 180 to 200-pound butchers, $7.65@7.75; top, $7.80; bulk 210 to 300 pound butchers, $7.25@7.65; packing grades, $5.50@6.50.

Cattle—Receipts, 4000; beef steers and she stock, dull, steady to 25c lower; long yearlings, $7.65; bulls, 25c lower; veals, steady; packers steady to strong.

Sheep—Receipts, 10,000; killing classes steady to 25c higher; bulk lambs, $11.50@12, top, $12.25; Mexican ewes, $6.65; few feeders here.

Seattle Livestock Market.

SEATTLE, Jan. 12.—Cattle and hogs steady; no receipts; no price changes.

WOOL PRICES ADVANCING

TARIFF DELAY RESPONSIBLE FOR HIGHER MARKET.

Stocks Less Than Half as Large as Year Ago—Many Consigned Lots Withdrawn.

BOSTON, Mass., Jan. 12.—(Special.)—While wool sales are not heavy here, prices continue to advance and dealers fear the tariff delay and other influences may put values to a level unwarranted by trade conditions.

Statistics are bullish. Stocks of unsold wool in Boston on December 31 were 63,542,337 pounds, compared with 139,602,449 pounds a year ago. During the year greasy territory wool declined from 69,571,402 pounds to 16,983,200 pounds, while foreign wool out of bond declined from 52,614,803 pounds to 26,331,952 pounds. The only grades to show an increase are fleeces and the gain there is slight.

Boston dealers are surprised at ad-

tions are up 5 per cent on merinos, 20 per cent on fine crossbreds, 12½ per cent on medium crossbreds and 7½ per cent on coarse crossbreds. Sydney reopened with merinos and fine crossbreds up 7½ per cent from the December closing.

So much consigned territory wool has been withdrawn from market that accurate quotations are impossible. Most of the current business is between dealers.

Fleece wool prices are higher, sales being made on the top edge of the following quotations: Fine unwashed Delaine, 42 to 43 cents; half-blood combing, 38 to 40 cents; three-eighths-blood combing, 33 to 36 cents; quarter-blood combing, 33 to 34 cents; fine unwashed clothing, 33 to 35 cents.

Pulled wools are unchanged as to sale prices, but holders are asking more than hitherto.

Boston dealers do not expect the new tariff to become law before June 1. By that time most of the domestic clip will have been shorn. They will not know what they can safely pay for the wool, hence they fear the usual purchasing from the growers in the spring will be impossible. They feel that conditions are shaping for an unhealthy boom, followed possibly by a disastrous drop. Scarcity of supplies alone stands in the way.

Fine staple territories have been scarce all the season. The few small lots remaining unsold are held on the clean basis of an even dollar. Delaine fleeces previously had reached that basis and now are quotable on the clean basis at not less than $1.05.

TRAFFIC STEADILY GROWS

SHIPPING DEVELOPMENT IS SHOWN IN ASTORIA REPORT.

361 More Vessels in Past Year Entered or Cleared Than in Preceding 12 Months.

ASTORIA, Jan. 12.—(Special.)—The rapidity with which the shipping of the Columbia river is growing in volume is indicated by a report just completed by Deputy Collector Karinen of the local customs-house. This report shows that 361 more vessels entered or cleared at the customs-house in 1921 than in the preceding 12 months and the increase in tonnage was 2,212,174 tons net.

The report segregates the vessels as follows:

	—Vessels— Am.	For.	Ttl.	Net Tonnage.
Inbound	942	34	976	1,543,877
Outbound	963	36	999	1,613,964
Total	1905	70	1975	3,157,841
Total 1921	1954	382	2336	5,370,015
Total 1920	1905	70	1975	3,157,841
Increase for 1921	49	312	361	2,212,174

Irrigation Bonds Sold.

GRANTS PASS, Or., Jan. 12.—(Special.)—Sale of $450,000 bonds by the Talent irrigation district to a Los Angeles bank has been approved by the state irrigation securities commission. One unit of the Talent district has been previously completed, and the lands of the district are said to be in a high state of cultivation. The district plans now to develop the rest of the lands with the proceeds of the sale just made. Contract for the work, which will include the construction of a dam, has not yet been made.

Silver Lake Road Surveyed.

KALAMA, Wash., Jan. 12.—(Special.)—A. E. Meadowbrook, with a crew of surveyors, is laying out the Silver lake road from Kidd mountain down the south side of the Toutle river this week.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., Jan. 12.—Maximum temperature, 41 degrees; lowest temperature, 31 degrees. River reading, 8 A. M., 3.3 feet. Change in last 24 hours, none. Total rainfall (5 P. M. to 5 P. M.), none. Total rainfall since September 1, 1921, 20.33 inches. Normal rainfall since September 1, 1921, 22.05 inches. Deficiency of rainfall since September 1, 1921, 1.72 inches. Sunrise, 7:51 A. M. Sunset, 4:40 P. M. Total sunshine, 8 hours 55 minutes. Possible sunshine, 8 hours 58 minutes. Barometer (reduced sea level) 5 P. M., 30.45 inches. Relative humidity: 5 A. M., 80 per cent; noon, 56 per cent; 5 P. M., 56 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours	Wind Velocity	Wind Direction	Weather.
Baker	6	22	0.00	..	S	Cloudy
Boise	14	20	0.00	..	W	Snow
Boston	..	30	0.00	14	W	Clear
Calgary	24	48	0.00	..	NW	Pt. cloudy
Chicago	10	22	0.00	14	SW	Cloudy
Denver	22	40	0.00	14	W	Snow
Des Moines	16	30	0.01	12	NW	Snow
Eureka	40	58	0.00	..	N	Clear
Galveston	34	52	0.00	..	SW	Clear
Helena	30	42	0.00	..	SW	Pt. cloudy
Juneau	..	†42	0.00	..		
Kan. City	24	36	0.00	18	NW	Pt. cloudy
Los Angeles	52	74	0.00	..	SW	Cloudy
Marshfield	28	60	0.00	..	NW	Clear
Medford	22	54	0.00	..	SW	Clear
Minneapolis	2	22	0.01	16	NW	Clear
New Orleans	38	50	0.00	..	SW	Clear
New York	20	34	0.00	14	W	Pt. cloudy
North Head	48	56	0.00	..	E	Clear
Phoenix	40	66	0.00	..	E	Clear
Pocatello	2	18	0.00	..	SE	Clear
Portland	33	41	0.00	..	E	Clear
Roseburg	28	32	0.00	..	N	Cloudy
Sacramento	38	48	0.00	..	SE	Clear
St. Louis	20	28	0.02	10	S	Snow
Salt Lake	14	30	0.00	..	W	Clear
San Diego	54	72	0.00	..	NW	Cloudy
San Fran.	50	60	0.00	12	SE	Clear
Seattle	34	46	0.00	..	N	Clear
Sitka†	..	‡32	0.00	..		
Spokane	16	22	0.00	..	NW	Cloudy
Tacoma	..	44	0.00	..	N	Clear
Tatoosh Is.	44	50	0.00	36	NE	Clear
Valdez†	..	‡30	0.00	..		
Walla Walla	18	18	0.00	..	SW	Cloudy
Washington	28	36	0.00	..	NW	Clear
Winnipeg	6	16	0.00	..	NW	Clear
Yakima	2	24	0.00	..	SE	Clear

†A. M. today; ‡P. M. depart preceding day.

FORECAST.

Portland and vicinity—Fair; westerly winds.

Oregon and Washington—Fair; continued cold east portion; moderate easterly winds.

EDWARD L. WELLS, Meteorologist.