JAPANESE VESSEL DUE FOR LUMBER

Tsurushima Maru Reported Off Columbia River.

PORTLAND FREIGHT CARGO

Steamer to Discharge 350 Tons of Goods Here Before Beginning to Load for Return.

The Japanese steamer Tsurushima Maru, of the Yamashita Steamship company's American-Oriental line, arrived at Astoria at 3:50 P. M. yesterday. The Tsurushima Maru is coming direct from oriental ports and will have to be fumigated at Astoria before coming up the river. She is expected during the day at municipal terminal No. 4 and will discharge 350 tons of freight there before starting to load a full cargo of lumber and other freight here for the orient.

The Tsurushima Maru is one of five freighters of the Yamashita line scheduled by A. M. Gillespie, local agent, to load here this month.

Fuku Maru Loading.

The Fuku Maru of this line is now loading at the Harvey dock and is expected to depart before the end of the week with a full cargo of lumber for the orient. The trio of Yamashita steamers in the direct trans-Pacific service scheduled for Portland loading during February will be completed by the steamer Bandai Maru, due here Friday from the orient.

In the American-Australian line of the Yamashita Kisen Kaisha the steamer Yoshida Maru No. 3 is now due and the steamer Fukkai Maru is looked for within a week.

Japanese Freight Coming.

These vessels will bring part cargoes of general freight from Japan and load full on Puget sound, the Columbia river and San Francisco bay for Australia and New Zealand, completing the triangular run with wheat cargoes back to Japan.

M. Shibasaki of the New York office of the Yamashita Kisen Kaisha was in the city yesterday in the course of an investigation of conditions affecting his company on this coast. In the office of the traffic bureau of the port and dock commission, he stated that his company is delighted with the success of the recently established trans-Pacific service out of Portland and the support given by local shippers.

CAPTAIN N. J. RAGUE IS HERE

Reputed World's Youngest Mariner to Command K. I. Luckenbach.

Captain N. J. Rague, reputed to be the youngest master mariner in the world, arrived in Portland yesterday in command of the big intercoastal freighter K. I. Luckenbach. The young skipper is now only 25 years of age and has held a master's license for three years.

Captain Rague was recently honored by being appointed port captain at New York for the Luckenbach lines. This berth is considered one of the best that can fall to the lot of a sea captain. He is making the present trip in command of the K. I. Luckenbach to familiarize himself with the operations of his company on this coast and will take up his new duties on the return of his vessel to New York.

During the war the youthful master was entrusted with the command of the troopships Somme, Pocahontas and Finland, and in 1919 passed a gruelling examination with flying colors when he was tried at a naval court-martial on the charge of being too young to command a vessel. Publicity given the hearing and the manner in which Captain Rague acquitted himself brought a flock of offers from various steamship companies, tendering him attractive shore jobs, and he picked the best plum of the lot.

The K. I. Luckenbach discharged 500 tons of general freight at terminal No. 1 yesterday and took 400 tons for the Atlantic coast, and was on her way down the river again at 9 o'clock last night.

EXPORTS SHOW LARGE GAIN

Oregon Customs District Imports Drop, but Total Trade Huge.

Final and official data for the value of the foreign commerce passing through this customs district during 1921 were received yesterday at the Portland customs house from the bureau of statistics in Washington, D. C. According to the official report, exports from the Oregon district in 1921 amounted in value to $67,906,061, as against $61,431,970 for the calendar year 1920.

In common with the other customs districts of the United States, the Oregon district suffered a heavy loss in the value of foreign imports. For last year the value of all imports entered in this district is given as $4,499,378, as against $8,214,370 for 1920.

In spite of this slump of nearly 50 per cent in the value of imports, the total value of the foreign commerce of the Oregon customs district shows a gain over the total value of that for 1920, as the combined value of imports and exports for last year was $72,405,439, compared with $68,650,340, the combined total for 1920.

GRAYS HARBOR IS PRAISED

Steamship Captain Declares That Bar Needs Dredging.

ABERDEEN, Wash., Feb. 7.—(Special.)—With the proper dredging on the bar and other improvements within the port, Grays harbor can be made into a port that will rank well up with the ports of the world, according to Captain P. Heisterbergs, master of the steamship Parana, docked at the Wilson mill, Aberdeen, for the second part of her cargo of nearly 2,000,000 feet of lumber for Australia. The Parana is the largest ship ever entering the harbor, her deadweight tonnage being 12,600.

Captain Heisterbergs expressed the need of new docks, which the port commission soon will provide. He also stated that the West bridge and the Oregon-Washington bridge, only a little more than two blocks apart, should be lined up parallel, so that ships could steer a straight course through them. The Parana expects to clear port next Monday.

SEAGOING CRAFT TO BE BUILT

Benson Logging Company Expects to Assemble Four "Floaters."

ASTORIA, Or., Feb. 7.—(Special.)—After rebuilding about half of its raft cradle, the Benson Logging company's crew has begun work on the construction of another ocean-going raft of logs. One raft was completed during the fall and winter and the crew is now working on the second one. The present plan of the company is to ship three and perhaps four of these rafts to San Diego during the coming summer.

Representatives of a Japanese syndicate have been investigating the construction of these rafts with a view to rafting logs from the syndicate's big timber tract in Siberia to Japan.

VANCOUVER WORKERS IRKED

Portland Longshoremen Do Work at New Municipal Dock.

VANCOUVER, Wash., Feb. 7.—(Special.)—Vancouver now has a municipal dock, built with money raised from bonds which will be paid by property owners in the port of Vancouver district, yet the work of loading the ships that come to this dock has been done by longshoremen who live in Portland, for the reason the local men are not affiliated or in any longshoremen's union.

This was learned at a meeting of the city council last night. If the ships were loaded by Vancouver men and they were not members of a longshoremen's union, longshoremen would refuse to unload the ship at other ports, it was stated. The Vancouver men applied to the Portland local for a charter, but this was refused, so application will be made direct to the international union.

If this is refused the men will organize locally, and apply to the state department for a state charter. The Portland men insist that the Vancouver men join their local and then take chances with Portland members in obtaining work on the Vancouver dock.

Bar Dredge Will Be Urged.

ABERDEEN, Wash., Feb. 7.—(Special.)—H. M. Delanty, manager of the Grays Harbor Stevedore company, will leave tonight for Washington, D. C., where he will appear before the rivers and harbors committee of the house of representatives and the federal board of engineers to present data and arguments in favor of a bar dredge for Grays harbor. Frank Lamb and Alex Holson already are in the east on the same mission, the three expecting to meet in Washington as soon after Mr. Delanty's arrival as meetings can be arranged for the committee.

Marine Notes.

George Powell, president of the Oregon-Pacific company, will be a passenger for the orient on the Toyo Kisen Kaisha steamer Taiyo Maru, sailing from San Francisco February 21. He is going to Japan in conference with the home office of the Toyo Kisen Kaisha at Tokio. The Oregon-Pacific company represents this line at Portland.

Frank Sanborn of George Sanborn & Son, Astoria coal dealers and steamship agents, was in the city yesterday in connection with the discharging of 1000 tons of Australian coal from the schooner Ecola at the docks of the Willamette Pacific Coast Coal company. The Sanborn company sold a portion of the coal cargo to the Pacific Coast company.

The big Japanese passenger steamer Rakuyo Maru of the Toyo Kisen Kaisha was reported to the Merchants' Exchange yesterday as leaving San Francisco at 1 P. M. for Portland. She is in-bound from the orient and will load passengers and freight here for ports of the west coast of South America.

W. S. Lotan, secretary for the Columbia river pilots, was forced home yesterday by a severe attack of grippe.

The steamer Rose City of the San Francisco & Portland Steamship company arrived at the Ainsworth dock shortly before 7 o'clock last night with passengers and freight from San Francisco.

Pacific Coast Shipping Notes.

ASTORIA, Or., Feb. 7.—(Special.)—The Japanese steamer Tsurushima Maru arrived at 3:50 this afternoon from the orient en route to Portland.

The tank steamers Capt. A. F. Lucas and Charles Watson will be due this evening from California with fuel oil and go to Portland.

The Matson line steamer Manulani arrived here last evening from San Francisco and after loading 1000 tons of general cargo at the port terminals for Honolulu, sailed at 8:40 this morning via Puget sound. By working all night placing cargo on board quick dispatch was given this vessel. The next steamer of the line will be the Marlin, which will be due here on February 18 and a large amount of freight is being booked for the trip.

Number 6 gas buoy, the turning buoy at the mouth of the river, disappeared mysteriously yesterday. It is supposed some steamer collided with it.

Bringing freight and passengers for Astoria and Portland, the steamer Rose City arrived at 8:05 this morning from San Francisco.

After discharging a part cargo of fuel oil here, the tank steamer Atlas sailed at 8:40 this morning for Grays Harbor.

Bringing general freight, the steam schooner Annette Ralph arrived at 12:40 today from San Francisco and proceeded to Portland.

The steam schooner Santiam arrived at 7:55 this morning from San Pedro and is loading 1,100,000 feet of lumber at the Hammond mill. The steam schooner Hiawatha of the same line will be due tomorrow.

The new tank steamer Swiftlight, which has been delayed here several days to repair leaking boilers, is scheduled to sail tomorrow for Panama.

The steamer Steel Age will be due at the port terminals next Saturday to load lumber, wool, canned and dried fruits here for the east coast. Other steamers which are scheduled to load at the terminals in the near future are the Crater Hall, salmon for the United Kingdom; Sonora, lumber for Mexico; Noordzilk, flour and lumber, Eureka; K. I. Luckenbach, canned goods, for New York; Arizonan, lumber for the United Kingdom; Willbile, salmon for Baltimore.

COOS BAY, Or., Feb. 7.—(Special.)—A. H. Powers and John D. Goss, local representatives, who will attend congressional sessions in Washington when the rivers and harbors bill comes under consideration, are not certain of the date of their leaving. They have been promised by the Oregon delegation at the national capital that they will be informed by telegraph as soon as the bill reaches the discussion stage.

The steam schooner Daisy Freeman is due here from San Francisco tomorrow with a line of freight for delivery at North Bend and Marshfield.

The Ocean dock, her agent, announces the sailing of the steam schooner Hornet from San Francisco on February 10th, with a cargo of general freight for Coos bay.

The tug Samson of the Winchester Bay Lumber company of Reedport, put in here this morning with the barge Washtucna in tow. It was said the tug found it impossible at this time to enter the Umpqua river, where the barge is destined to take on a lumber cargo for San Pedro.

Rough water was reported in the Coos bay this afternoon by the coast guard lookout.

The sailing schooner Amy Turner, which has been loading at the Eureka Lumber company dock for the last two weeks will finish by February 11, it was said today, and then sail for Australia. The Amy Turner is using its sailor crew for loading.

The schooner Ecola, now at the Bushner Lumber company dock, will not finish her cargo before the expiration of ten days, it was announced. The Ecola's cargo goes to Japan and China.

Shoals at the Southern Pacific bridge across Coos bay will be dredged by the port of Coos Bay suction dredge some time in March.

There is a demand among mariners to have the bell buoy at Charleston bay changed in place with a better channel mark. Long ships have to make a very sharp turn here to avoid striking a sand spit in that vicinity.

The government tug Wilson, which has been idle during the winter, has recently undergone boiler repairs and is being prepared for summer work as tender for the rock dredge which will operate in the channel at the mouth of the river, clearing the channel near Pigeon point.

The Coos bay government dredge Col. P. S. Michie sunk here in January for work on the bar channel, is working only a small portion of the time, as weather conditions are not favorable for continuous operation.

SAN PEDRO, Cal., Feb. 7.—From Baltimore via Havana and the canal, the Pacific Mail liner Colombia arrived here today with 70 first-class passengers and a large consignment of freight for Los Angeles. Included in the Colombia's cargo for this port were 720 bags of coffee from Guatemala. Fifty-five passengers will disembark at San Francisco.

Five offshore freighters are due here tomorrow from the east coast and orient with approximately 150,000 tons of cargo for Los Angeles. They include the Struthers & Barry liner West Jena, from the orient; the Deleo, in Swayne & Hoyt's Pacific-Caribbean-gulf service; the Williams liner Willbile; the Kentucklan of the United American lines, and the Isthmian liner Steel Exporter.

Organization of a marine exchange at San Pedro harbor is being agitated by shipping interests. W. H. Wickersham, southern California manager for Struthers & Barry, and E. T. Pickering, Swayne & Hoyt representative, who are at the head of the movement, point to the lack of any central source at this port where marine information may be obtained. The local harbor is the only port of importance on either coast, they say, without a clearing house for marine information.

SEATTLE, Wash., Feb. 7.—The steamship Alameda is undergoing extensive overhauling at the Alaska dock. Today her heavy tail shaft was lifted by the gearing of the steamer Cordova, brought alongside for the purpose. The Cordova will return to service the early part of the month.

The Santa Alicia, owned by Crowley & Mahoney, will load lumber and shingles for California ports the latter part of the week. Ray Lillico, acting as agent for the owners here, announced that she will take 2,000,000 shingles, one of the largest shingle shipments sent out from here in some time.

The steamer Latouche, after having undergone a surveyor's examination at Heffernan drydock, and after necessary repairs had been designated, today was ordered to the Todd plant, where repairs calling for three hull plates beneath the boilers and the straightening of several plates in the bow were begun. The job involves a contract of $6000, the damage being the result of a collision between the Latouche and the steamer Victoria.

Alaska steamship lines here are preparing for an early exodus to the north of cannery employes. The Northwestern will take 16 fish plant workers Saturday, the advance guard of the workers, with the vessels following well booked with cannery hands. An unusually good salmon season is anticipated here due to the fact that the Santa Rita has been chartered by the Pacific American fisheries of Bellingham for the northern run.

Although north European rates to Pacific coast ports supposedly are stabilized, quotations on lumber, flour and wheat evidently are open. The American-Hawaiian line today announced a rate of $12 a thousand on lumber from Puget sound and British Columbia ports, and indicated that an even lower quotation might be made if quantity shipments warranted.

Steamship lines operating from Seattle and other coast ports to Great Britain and Europe, it was announced today, have agreed informally on a schedule of eastbound rates for the rest of the year, the schedule being identical with that effective March bookings. Under the new schedule all lines will charge 65 cents a 100 pounds for carrying canned products to the other side of the Atlantic. The former rate was $1. The lumber rate is 20 shillings per 1000 board feet.

TACOMA, Wash., Feb. 7.—To load a part cargo of lumber for California the Admiral Schley arrived this morning. The vessel sailed from the terminal dock in the afternoon for California.

The Tyndareus arrived this afternoon to load flour for the orient. She will be here until Friday.

Nearly a full cargo of general freight will be taken by the Alabama Maru of the Osaka Shoshen Kaisha line, which sails from Tacoma tomorrow afternoon for Japan and China.

The Arabia Maru shifted tonight to Vancouver to discharge and load. The vessel will return here next week to complete her outbound cargo.

The Henry Grobes of the Atlantic, Gulf & Pacific line is due at the terminal dock tomorrow to load general freight. The steamer will have considerable lumber out from local mills for gulf ports.

The British steamship Roxburg, which arrived here yesterday in command of Captain D. T. Jenkins, will shift to Mukilteo to complete loading for Australia Tuesday night, it is said. Both the Roxburg and Captain Jenkins are making their first trips to Tacoma.

The Texas Maru, due here the latter part of February, will load about 1,800,000 feet of lumber at the Port Gamble mill and port of Tacoma dock for the orient.

The motorship Theodore Roosevelt will load a part cargo of lumber at Tacoma mills for Australia. The vessel is due here next week.

SAN FRANCISCO, Feb. 7.—Heavy demand for lumber at San Francisco thus far this year has resulted in the diversion here of a number of schooners that have been carrying lumber to San Pedro. Sudden & Christensen today announced they have ordered the schooners Santa Alicia, Edna, Carmel, Yellowstone and Santa Barbara to transport their cargoes here instead of to San Pedro. Eastern buyers are reported to be contracting for about 40,000,000 feet of lumber to move in Columbia river. Recently Charles R. McCormick returned from the east with sufficient orders in sight for movement of 30,000,000 feet of lumber a month to the Atlantic, but it is said orders in hand exceed this amount.

Additional service to South America will be furnished Pacific coast shippers this month when the freighter Dwinsk, of the General Steamship corporation, re-enters the run to Chile and Peru, officials stated today. She will begin loading at Tacoma next week for southern ports after undergoing repairs.

The ship Chillicothe, recently sold at Manila, is reported to have been transferred again from Captain John F. Blaine to the Columbia River Packing association.

The reduced wage rate will be put into effect on coastwise steam schooners leaving here tomorrow. Following are the changes: First mate from $155 to $140; second mate, from $125 to $120; lookout man, from $110 to $105; chief engineer, from $205 to $190; first assistant engineer, from $155 to $140; second assistant, from $130 to $120; third assistant, from $110 to $105; steward, from $100 to $95; cook, from $100 to $95; able seamen, from $77 to $55; pantry and cabin men, from $60 to $50; firemen, from $77 to $65; oilers, from $77 to $65; ordinary seamen, from $55 to $45.

Captain Otto Schultz of the Alaska Packers' association left today for New Orleans to bring back the four-masted ship Edward Seawall, recently purchased by the association. She will be towed to the Pacific side of the canal and then come here under sail.

The Norwegian steamer Pacific arrived today from San Jose with 500 tons of coffee for the Trans-Ocean Steamship company. She will depart tomorrow for Portland, Tacoma and Seattle.

The motorship Boobyalla arrived from Portland today with 1000 tons of print paper.

GRAYS HARBOR, Wash., Feb. 7.—(Special.)—The steamer Hoquiam arrived from San Francisco this morning. She will load cargo at the Western mill, Aberdeen.

The steamer Catherine G. Sudden arrived at the Hulbert mill, Aberdeen, at noon from San Francisco.

VANCOUVER, B. C., Feb. 7.—The Canadian government merchant marine steamship Canadian Observer moved from Lockerbie to Union bay at 4:30 Monday afternoon. The vessel will proceed to San Pedro with lumber later in the week.

The department of marine reported that the fixed red lights shown from 31-day wigwag lights have been replaced by developing red acetylene gas lights. These lights are at the mouth of the Fraser river in the Gulf of Georgia.

Captain T. Thomson, formerly skipper of the tugboat William Jolliffe, has joined the British Columbia Pilotage association. It was understood he will be stationed at Victoria.

The Japanese freighter Toyama Maru reached port at 7 A. M., from Seattle to load for the far east.

The freighter Hakata Maru is expected to reach port from the orient direct on Thursday. The ship has about 200 tons of silk for local discharge. She will shift to Puget sound, returning to load outward February 25.

The Nippon Yusen Kaisha liner Suwa Maru is expected to reach port on February 18 from the far east. She has a light cargo inward but will take out considerable wheat, together, flour and herring.

VICTORIA, B. C., Feb. 7.—After undergoing considerable delay at Hongkong, owing to the strike of Chinese seamen, the Canadian Pacific railway liner Montcalm was believed to have finally gotten away for this coast. She was originally scheduled to leave January 17, her arrival date here being set for February 10, but it will not be possible for her to arrive before the first week in March.

The liner Empress of Japan was scheduled to leave Hongkong tomorrow, and is due here March 1.

The Empress of Russia is now drydocking at Hongkong, undergoing her annual overhaul, and was posted to leave the Chinese port February 23, being due here March 13.

The Nippon Yusen Kaisha liner Suwa Maru left Yokohama on schedule February 3 and is due here February 16 with a good cargo and a fair passenger list for this coast.

The Nippon Yusen Kaisha liner Suwa Maru has eliminated the call at Manila and Shanghai in order to return to this coast on schedule time, February 16. The Kashima Maru is scheduled to clear here for the orient Friday evening.

The dominion government steamer Newington replaces the Canadian-Pacific railroad steamer Princess Ena on the Yarrows ways, Esquimalt, tomorrow for annual overhaul.

Movements of Vessels.

PORTLAND, Feb. 7.—Arrived at 5:50 A. M., steamer K. I. Luckenbach, from New York and way ports. Arrived at 7 P. M., Rose City, from San Francisco. Sailed at 9 P. M., K. I. Luckenbach, for New York via Puget sound. Sailed at 6 P. M., Colusa, for west coast of South America, via San Francisco.

ASTORIA, Or., Feb. 7.—Arrived at 7 o'clock last night and sailed at 8:25, Manulani, from San Francisco, for Puget sound. Arrived at 8:05 and left up at 11 A. M., Rose City, from San Francisco. Arrived at 9 A. M., Santiam, from San Pedro. Sailed at 8:30 A. M., Atlas, for San Francisco, via Aberdeen. Arrived at 12:40 P. M., Annette Roiph, from San Francisco.

SAN FRANCISCO, Feb. 7.—Arrived at 1 A. M., Admiral Evans, from Portland, for San Diego. Arrived at 1 A. M., motorship Boobyalla, from Portland. Sailed at 1 P. M., Japanese steamer Rakuyo Maru, from Yokohama, for Portland. Arrived at 9 A. M., Edgar Luckenbach, from Portland, for Philadelphia and way ports. Arrived at 10 A. M., Dutch steamer Bintang, from Batavia. Sailed at noon, Dilworth, for Puget sound.

KOBE, Feb. 7.—Arrived, British steamer Barrymore, from Portland.

YOKOHAMA, Feb. 3.—Arrived, Japanese steamer Tenpaisan Maru, from Portland.

SHANGHAI, Feb. 3.—Arrived, West Kader, from Portland.

HAMBURG, Feb. 4. — Arrived, Dutch steamer Kinderdijk, from Portland.

MAZATLAN, Feb. 6.—Arrived, Mexican steamer Mexico, from Portland.

BOSTON, Feb. 5.—Sailed, Iowan, for Portland and way ports.

ACAJUTLA, Feb. 6.—Arrived, Norwegian motorship Borgland, from Portland, for Europe.

SAN FRANCISCO, Feb. 7.—Arrived: Admiral Evans, from Astoria; motorship Boobyalla, from Portland; Edgar F. Luckenbach, from Port Alice; Bintang, from Manila; Tiverton, from Everett. Sailed: President, for Seattle and Vancouver; Rakuyo Maru, for Valparaiso, via Portland; San Juan, for canal zone; Sonoma, for Sydney; United States army transport for Manila; Empire state, for Hongkong, via Honolulu.

ABERDEEN, Wash., Feb. 7.—Arrived: Carlos, Daisy Gadsby, Hoquiam and Catherine G. Sudden, from San Francisco.

SAN DIEGO, Cal., Feb. 7.—Arrived: Cecilio, from Portland; Everett, from Everett; Washington, from Eureka. Departed: Cecilio, for San Pedro; Washington, for Eureka.

SEATTLE, Wash., Feb. 7.—Arrived: Princess, from New York; Santa Rita, from San Pedro; Toshida Maru, from Muroran; Oholan, from Philadelphia. Sailed: Santa Rita, for San Francisco. Departed: Horace X. Baxter, for San Pedro; Santa Rita, for Tacoma; Pleiades, for Mobile; Yosemite, for San Francisco.

VANCOUVER, B. C., Feb. 7.—Arrived: Toyama Maru, from Seattle; Gorjistan, from Matanzas. Departed: Canadian Observer, for San Pedro.

EVERETT, Wash., Feb. 7.—Arrived: Nyanza, from Anacortes.

TACOMA, Wash., Feb. 7.—Arrived: Italy Maru, from Dock; Anne Hanify, from San Francisco; Pleiades, from New Orleans; Tyndareus, from Yokohama, via ports; Santa Inez, from San Pedro. Departed: Anne Hanify, for San Francisco, via Everett; Pleiades, for New Orleans, via Vancouver, B. C.; Arabia Maru, for Vancouver, B. C.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

Positions reported at 5 P. M. yesterday, unless otherwise specified, were as follows:

WILLIAM A. McKENNEY, 44:12 north, longitude 124:30 west, bound to Seattle from San Francisco.

SILVER STATE, Seattle for Yokohama, 718 miles from Victoria, February 6.

WENATCHEE, Yokohama for Seattle, 2890 miles from Seattle, February 6.

KAIKYO MARU, Yokohama for Portland, 300 miles from Portland, February 6.

WAHKEENA, Everett for San Diego, 25 miles from Everett.

SEA MONARCH, Fred Baxter in tow, 6 miles south of Blunts reef lightship.

RICHMOND, San Pedro for Point Wells, 147 miles from Point Wells.

WEST JENA, Manila for San Pedro, 10 miles from San Pedro.

LIEBRE, San Pedro for Everett, 215 miles north of San Francisco.

HUMBOLDT, San Francisco for San Pedro, 25 miles south of San Francisco.

MANCHESTER SPINNER, San Francisco for Willapa, 224 miles north of San Francisco, at noon.

EL LOBO, Lobitos for Vancouver, 202 miles north of San Francisco.

SENATOR, San Francisco for Portland, 220 miles south of Columbia lightship.

SAN DIEGO, Portland for San Pedro, 45 miles south of Cape Blanco.

NORTHLAND, San Francisco for Seattle, 580 miles from San Francisco.

WILLAMETTE, Grays Harbor for San Francisco, barbound inside, of Grays Harbor.

EGYPT MARU, Muroran for Grays Harbor, 1300 miles from Grays Harbor.

STEEL SCIENTIST, New York, for Kobe, 3595 miles west of San Francisco, February 6.

ATLANTA CITY, Honolulu, for Panama, 170 miles east of Honolulu, Feb. 6.

WEST ARROW, San Francisco, for Hongkong, 1824 miles west of San Francisco, Feb. 6.

TIPPECANOE, Cebu, for San Pedro, 2161 miles from San Pedro, Feb. 6.

MONTEBELLO, Honolulu, for Port San Luis, 1500 miles from Port San Luis, Feb. 6.

ROBIN, Grays Harbor, for Honolulu, 1062 miles from Honolulu, Feb. 6.

GRANITE STATE, Manila, for Honolulu, 216 miles west of Honolulu, Feb. 6.

MANOA, San Francisco, for Honolulu, 1080 miles from San Francisco, Feb. 6.

MEXICAN, San Pedro, for Liverpool, 1317 miles southeast of San Pedro, Feb. 6.

* CHATTANOOGA CITY, San Pedro, for New York, 40 miles southeast of Cape San Lucas, Feb. 6.

LAKE GENEVA, New York, for San Pedro, 485 miles south of San Pedro, Feb. 6.

CURACAO, Seattle for San Francisco, 425 miles from Seattle.

MANUKAI, Hilo for San Francisco, 1481 miles from San Francisco.

STEEL EXPORTER, Baltimore for San Pedro, 270 miles south of San Pedro.

WILHELMINA, Honolulu for San Francisco, 366 miles from San Francisco.

LEVANT ARROW, San Francisco for New York, 758 miles south of San Francisco.

SYLVAN ARROW, San Francisco for Woosung, 924 miles from San Francisco.

CHINA ARROW, San Pedro for Nagasaki, 548 miles west of San Pedro.

GEORGINA ROLPH, San Pedro for San Francisco, 15 miles west of San Pedro.

PRESIDENT, San Francisco for Seattle via Victoria, 152 miles north of San Francisco.

F. H. HILLMAN, Los Angeles for Richmond, 238 miles from Richmond.

ATLAS, Astoria for Aberdeen, barbound outside Grays Harbor.

Capt. A. F. LUCAS, San Pedro for Portland, 20 miles from Portland.

CHARLIE WATSON, San Pedro for Willbridge, 30 miles south of the Columbia river lightship.

ADMIRAL RODMAN, Eureka for San Francisco, 160 miles from San Francisco.

LA PLACENTIA, San Pedro for Oleum, 92 miles from Oleum.

WILLBILO, New York for San Pedro, [illegible]

By Federal Telegraph.

SAN JUAN, San Francisco for Cristobal, 56 miles south of San Francisco.

NEWPORT, Panama for San Francisco, at Salina Cruz.

ECUADOR, San Francisco for New York, 2222 miles south of San Francisco.

BUCKEYE STATE, Hilo for Honolulu, at Honolulu.

DILWORTH, San Francisco for Portland, 83 miles north of San Francisco.

WEST NOTUS, San Francisco for South American ports, 823 miles south of San Francisco.

LYMAN STEWART, San Pedro for Seattle, 380 miles from San Francisco.

LA PURISIMA, Oleum for San Pedro, 142 miles north of San Pedro.

STOCKTON, Honolulu for San Pedro, 630 miles west of San Pedro.

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

KENTUCKIAN, Boston for San Pedro, 237 miles south of San Pedro at noon.

SONOMA, San Francisco for Sydney, 96 miles west of San Francisco.

CITY OF ORAN, San Pedro for Yokohama, 1190 miles west of San Pedro, February 6.

SILVER STATE, Seattle for Yokohama, 715 miles west of Victoria, February 6.

Tides at Astoria Wednesday.

High.	Low.
9:30 A. M.....8.5 ft.	3:21 A. M.....3.6 ft.
10:38 P. M.....6.7 ft.	4:44 P. M.....0.2 ft.

Report From Mouth of Columbia.

NORTH HEAD, Feb. 7.—Condition of the sea at 5 P. M., moderate; wind, 12 miles.

WHEAT IS SOLD FOR SHIPMENT TO EAST

Minneapolis and Other Points Get Northwestern Grain.

MILLING VARIETIES TAKEN

Local Market Firm at Unchanged Prices—Sharp Gains at Liverpool and Buenos Aires.

The wheat market was firm yesterday without change in bids on any grade at the Merchant's Exchange. There was some buying by mills and by exporters, but no pressure to sell was evident in any quarter.

New business for export is lacking, but a considerable trade with the east has developed and is now coming to light. Sales of both Marquis and Turkey red have been made for shipment to Minneapolis and southern Idaho is reported to have done a substantial business in wheat for shipment to southeastern markets.

Chicago reports were that between 250,000 and 500,000 bushels of wheat, mainly Manitobas, were taken for export.

Further drouth advices were received from the southwest and Oklahoma reported the presence of green bugs. It was said that Secretary Smiley of the Kansas Grain Dealers' association estimated there will be 5,000,000 acres of wheat abandoned in Kansas.

The Liverpool wheat market closed 3@3¼d higher and corn 3¼d higher.

At Buenos Aires, wheat opened strong 2½ to 3 cents higher. The net rise at Buenos Aires since February 1 has been 15 cents in February wheat and 16½ cents in March wheat.

Bradstreets estimates total available stocks of wheat at 167,879,000 bushels; corn, 34,319,000 bushels, and oats, 92,518,000 bushels.

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

	Wheat	Barley	Flour	Oats	Hay
Portland, Tues.	85	7	4	31	9
Year ago	40	..	..	9	..
Season to date.	22371	147	1582	636	1291
Year ago	11597	182	539	365	1575
Tacoma, Mon..	42	2	9	1	6
Year ago	28	..	3	..	64
Season to date.	7377	89	1026	108	583
Year ago	3305	47	653	90	664
Seattle, Mon...	9	..	7	2	..
Year ago	29	..	1	..	..
Season to date.	6187	156	1573	300	1196
Year ago	3567	251	185	311	1083

APPLE PRICES ARE TENDING HIGHER

Quotations on Pacific Coast Fruit in British Markets.

There was a good local demand for apples and all varieties and grades were firm. Further sales of Winesaps at prices up to $2.35 were reported from the country.

The eastern markets as a rule were firm. At the New York auction the following sales of Oregon apples were reported: Thirty-five hundred and five boxes Newtowns, extra fancy, large to very large, $3.30@3.40; medium, $3.05@3.30; small to very small, $2.55@2.90, mostly $2.80@2.90; fancy large to very large, $3@3.25; medium, $2.80@2.90; C grade, large to very large, $2.70@3.15; medium to very small, $2.25@2.60; 1515 boxes Spitzenbergs, XF large to very large, $3.25@3.60; medium, $2.90@3.25; small to very small, $2.35@2.60; frosted, $2.90; 765 boxes Orileys, fancy, all sizes, $2.85@3.15; small lot, $3.40; frosted, $2.50.

According to a cablegram from E. A. Foley, agricultural trade commissioner in London, the following prices prevailed on British apple markets during the week ending January 28, conversions being made at the rate of exchange then prevailing:

London—Newtowns, extra fancy, $3.61@$3.82; fancy, $2.87@3.19; Spitzenbergs XF, $3.19@3.40; fancy, $2.97@3.19.

Liverpool—Newtowns XF, $2.97@3.40; fancy, $2.55@3.29; Spitzenbergs XF, $3.82; C grade, $2.76@2.87; Winesaps XF, all grades, $2.97@3.61.

Glasgow—Newtowns XF, $3.55@3.82; Spitzenburgs XF, $3.35@3.82; fancy, $3.19@3.40; Winesaps, all grades, $3.29@4.04; Delicious, all grades, $2.97@3.40.

PORTLAND 8TH IN INSPECTION LIST

Important Position as Wheat Receiving Point.

Portland occupied eighth place as a wheat receiving market in the first half of the present grain year, according to figures just issued by the department of agriculture. In the first half of the preceding year Portland was in tenth place. Kansas City occupies first place, having gained on Minneapolis, which led last year.

The official statistics giving the number of carloads inspected on arrival at all inspection points by inspectors licensed under the United States standards act follows:

	Cars.
Kansas City	65,933
Minneapolis	55,271
Duluth	32,841
Galveston	31,663
New Orleans	29,846
Chicago	24,183
St. Louis	19,260
Portland	18,355
New York	17,406
Omaha	16,844
Wichita	14,222
Baltimore	13,073
Philadelphia	8,801
St. Joseph, Mo.	8,751
Seattle	4,844
Fort Worth	3,905
Indianapolis	2,993
Boston	1,982
Cincinnati	1,953
Milwaukee	1,887
Buffalo	926

Receipts during the first half of the season at all other inspection points totaled 104,365 cars, making an aggregate for the entire country of 459,594 cars of wheat. In the corresponding period last season total receipts were 387,554 cars.

EGGS STEADY WITH GOOD RECEIPTS

Carload Is Shipped East—Active Movement in Butter Market.

A car of eggs was shipped to New York yesterday by the association, which maintained its egg quotations of Monday. Prices on the street were also unchanged, but the undertone of the market was regarded as weak.

There was an active demand for butter, both cubes and prints, and in some quarters lighter cream receipts were reported. The market was steady and prices were unchanged.

Poultry sold well at former quotations. Country dressed veal was slow, weak and lower at 16 cents. Dressed pork was scarce.

Sharp Decline in Canned Milk.

A sharp drop in canned milk prices was announced by jobbers yesterday. Reductions amounted to 55 cents a case on the large size and 45 cents on the small size.

Bank Clearings.

Bank clearings of the northwestern cities yesterday were as follows:

	Clearings.	Balances.
Portland	$4,437,682	$ 786,726
Seattle	4,837,287	813,811
Tacoma transactions		$2,184,637
Spokane transactions		4,514,103

Bankers' Acceptances.

Quotations on bankers' acceptances follow:

	—Days—		
	30	60	90
Prime eligible members, pct.	4	4	4
Prime nonmembers, per cent	4½	4½	4½

PORTLAND MARKET QUOTATIONS

Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session:

	Feb. Bid.	March Bid.
Wheat—		
Hard white	$ 1.17	$ 1.17
Soft white	1.14	1.14
White club	1.14	1.14
Hard winter	1.16	1.16
Northern spring	1.13	1.13
Red Walla	1.10	1.10
Oats—		
No. 2 white feed	28.50	28.50
Corn—		
No. 2 E. Y. shipment	25.75	25.75
No. 3 E. Y. shipment	25.50	25.50

FLOUR—Family patents, $7.40 per bbl.; whole wheat, $6.40; graham, $6.20; bakers' hard wheat, $7.50; bakers' bluestem patents, $6.80; valley soft wheat, $5.85; straights, $5.65.

MILLFEED—Price f. o. b. mill: Mill-run, ton lots $23; mixed cars, $22; straight cars, $21 per ton; middlings, $34; rolled barley, $35@37; rolled oats, $36; scratch feed, $45 per ton.

CORN—White, $32; cracked, $35 per ton.

HAY—Buying price f. o. b. Portland: Alfalfa, $13.50 per ton; cheat, $10.50@11; oat and vetch, $14.50; clover, $11; valley timothy, $14@15; eastern Oregon timothy $16@17.

Dairy and Country Produce.

BUTTER—Cubes, extras, 33c per lb., parchment wrapped, box lots, 38c, cartons, 39c. Butterfat, buying prices: No. 1 grade, 34c, delivered Portland.

EGGS—Buying price, 26@28c dozen, case count; jobbing prices, case count, 28@29c; candled ranch, 30@31c; association, selects, 34c; associations, firsts, 32c; association, pullets, 30c.

CHEESE—Tillamook triplets, price to jobbers, f. o. b. Tillamook, 26c; Young American, 27c pound.

POULTRY—Hens, 17@24c; springs, 22c; ducks, 22@28c; geese, 20c; turkeys, live nominal; dressed, 40c.

PORK—Fancy, 13½c per pound.

VEAL—Fancy, 16c pound.

Fruits and Vegetables.

Local jobbing quotations:

FRUITS—Navel oranges, $4.50@6.50 box; lemons, $6@7.50; grapefruit, $3.50@7.50 box; bananas, 8@9c per pound; apples, $1.25@3.25 per box, cranberries, eastern