WEATHER RETARDS LUMBER ACTIVITY

Demand Declared Slowest in Many Months.

OUTPUT UNDER NORMAL

Agricultural Districts Preparing to Construct Buildings and Eastern Inquiries Increase.

The demand for lumber during the past week has been the slowest in many months, according to information gathered from mills and wholesale dealers. Despite this fact there continues to be an increasing belief that before long, when weather conditions adjust themselves, the demand will be back upon a pre-war basis, if not in excess.

Weather conditions have prevented logging camps from operating in many sections and but 55 per cent of the camps are running. This situation has brought about a shortage in logs and the mills are barely able to run with the small supply on hand. A year ago at this time there were 200,000,000 feet of logs in the lower Columbia alone, while now there are no large stocks in the water at any point in the entire northwest. This condition keeps the price of logs strong and more or less gives the logger command of the situation. It is said there can be no decrease in the price of lumber as long as such a condition exists.

In one respect the continued log shortage is a good thing; it has enabled the mills to cut into and practically use up their old stocks that had been held as surplus.

Output Under Normal.

Reports from the West Coast Lumbermen's association for the week hold production as 12 per cent below normal and the figures of the Loyal Legion of Loggers and Lumbermen are practically the same. New business for the week was 16 per cent below production, while shipments were 12 per cent above new business.

Business for shipment by water amounted to 33 per cent. New business for shipment by rail was 1508 cars, according to the West Coast Lumbermen's association figures.

The demand for lumber from California has been worse than at any time for months. There continues to be a laxity among the normal purchasing agencies of that state, and this condition can be relieved only by improved weather conditions. California needs lumber and must come to the northwest for its purchases. Lumbermen here and elsewhere through the district must bide their time until the spirit and the weather moves the Californians to buy.

Eastern Inquiries Increase.

One of the features of the situation in general that gives hope to the lumbermen is the increasing inquiries for lumber prices from the east. Purchasers are holding off, but when they do start placing their orders, lumbermen believe that all will start at one time.

Another promising condition is the fact that the railroads seem to have started buying car material in earnest. Several large orders have been placed recently; one for approximately 30,000,000 feet and this was scattered among six wholesalers.

In this connection there is a rumor that one of the leading railroads connecting west with east will be forced from the service of the Pacific fruit express before very long. If this be true the rail company will be necessitated to build at least 5000 refrigerator cars. It required approximately 10,000 feet of lumber to construct a car of that type and the order would mean practically 50,000,000 feet.

Farmers Are Interested.

The domestic orders that are coming to the mill men and the wholesalers are for houses, barns, garages, railroad cars and industrial buildings. There seems to have been more inquiries from the agricultural districts for prices than there has been noted for some time. The increased prices of farm products have given the farmer hope that he will receive more equitable prices for his crops this year than he did last and he is making preparations to construct those buildings, plans for which he had been forced to abandon, due to the scarcity of funds and the lack of credit.

If the farmer comes into the lumber market for material it will greatly aid the mill men. As conditions now are most of the orders are for high grade lumber and the lower grades have been a drug on the market. The agricultural districts will require barns and other buildings that will take the low grades of lumber.

Japanese Situation Unchanged.

There has been little change in the Japanese situation, but lumbermen are convinced that the lull is but temporary and that soon there will be a big demand for the so-called Jap squares.

As a whole buying has been from 15 to 25 per cent less active during the past few weeks than it was during the month of January. In one respect there can be no room for complaint against this condition. If there was a normal demand for lumber, with logging conditions as they now are, the mills would be hard put to supply orders.

Under normal conditions the export business for the northwest comes in the order as follows: Japan, China, Australia, South America, South Africa, United Kingdom and continental Europe. So far the Japanese have been the only ones with whom the lumbermen have sold any great quantity of lumber. Inquiries have come in slowly from Australia, but there have been no great orders from that country.

Exchange Rate Hindrance.

South Africa has not been heard from and continental Europe, with rates of exchange as they now are, is in no condition to buy.

"Give us improved weather conditions, not only here but in the normal buying centers, and the mills will all be running," declare lumbermen who feel optimistic regarding future business. They believe that in another month buying will start and that the wheels of all the mills will be turning.

Pacific Coast Shipping Notes.

COOS BAY, Or., March 12.—(Special.)—The tug Samson sailed with the barge Washougal this morning at 8:40 for the Umpqua river, but was seen returning late this afternoon. It was believed the tug and barge could not get over the Umpqua bar.

The barkentine Amy Turner was towed to sea this morning at 10 by the tug Fearless, and set sail for Brisbane, with a lumber cargo, loaded at Bay Park mill.

SEATTLE, Wash., March 12.—After being laid up here since November, 1920, the steel freighter Skagway of the Alaska Steamship company was called back into service as a result of revival of Alaska business. Officials of the steamship company are discussing plans to convert the vessel into a passenger carrier.

Coming to enter the Seattle-oriental service of Frank Waterhouse, Seattle shipping man, the steamship Eastern Prince is steaming up the coast with 2000 tons of tin plate from Wales for discharge in Vancouver, B. C. The vessel will then take on cargo at Tacoma and Seattle for her first voyage to the orient under the Waterhouse flag. The steamship Ocean Prince also coming from Wales to join the Waterhouse fleet, will arrive in Seattle April 5. She will load 2500 tons of general cargo and 3,000,000 feet of lumber for her first voyage to the far east.

The schooner William Nottingham sailed from Callao last week for Puget sound ports and will reach here late in May or early in June, according to information reaching local agents of the owner, Captain H. C. Hansen, who is now at sea in command of the sailing schooner Vancouver.

EUREKA, Cal., March 12.—The bar, which has been rough for the last week, quieted this morning and the Hokkai Maru, from Japan, entered to load lumber for Australia. The Admiral Rodman from Portland preceded the Japanese craft into the harbor, as did the oil barge Atlas, from San Francisco.

The Mayfair sailed for San Francisco at 5:15 A. M., the Washington at 5:15 and the Flavel at 10:15 A. M. All shipping had been barbound from three days to a week.

SAN PEDRO, Cal., March 12.—The steam schooner Wellesly, recently purchased by J. C. Ogden for service in the coastwise lumber trade with San Pedro as a southern terminus, encountered a storm on her way from Mobile, Ala., that left her battered and bereft of her deck-load of cargo, according to word received here today. She was forced to put into Salinas Cruz, March 5, remaining there until March 9, when she again started north. After her arrival here she will go to San Francisco for drydocking and repairs.

The Pacific Steamship company's newly-acquired liner, the Ruth Alexander, left today for San Francisco. She was formerly the German liner Sierra Cordoba, operating between Hamburg and the west coast of South America. During the war she was interned in Chile. Later she was named the Callao and operated by the United States shipping board. Her new owners plan to put her on a San Pedro-San Francisco-Seattle run.

TACOMA, Wash., March 12.—The steamer Noordijk, Holland-American line, will sail Monday morning if not late Sunday night, for European ports. A big portion of her cargo is copper from the Tacoma smelter.

The steamer Liberator, Atlantic, Gulf & Pacific line, will land at the terminal dock to take on a cargo for Atlantic coast and gulf ports.

The Admiral Dewey, from San Francisco is expected at the commercial dock Monday morning.

SAN FRANCISCO, March 12.—Plans have been considerd for the conversion of 11 vessels of the Admiral line to Diesel type power installation for Pacific coastwise service, it was learned here. Seven are steamships of 4000 deadweight tons each, and four are barges of 3000 deadweight tons each. The proposed installation will cost $1,000,000.

The steamers China, Golden State and Ruth Alexander are scheduled to arrive here tomorrow, the first two from the orient and the last, formerly the German steamer Callao, from the east coast to enter the coastwise fleet of the Pacific Steamship company, operators of the Admiral line boats.

After its arrival, the Ruth Alexander will be open to inspection by the public for two days before it leaves for Seattle. It will be rated as one of the most pretentious boats of the Admiral line fleet.

The Isthmian line steamer Explorer, which will take on a part cargo of wheat at Portland and finish loading at this port, will be fully lined at Portland, according to announcement here. Officials of the company stated that the work could be done at the northern port 8 cents cheaper on the ton than in San Francisco or Seattle.

The schooner Golden Gate, from Manchester, England, long overdue here, failed to arrive today and is expected to make port tomorrow. The vessel was spoken Friday off the coast of Monterey, but has encountered heavy northwest winds which delayed her arrival. It is believed the ship is short of provisions, as she was given a month's supply a month ago after she had run into a long period of calm after passing through the Panama canal.

Delayed by several additional ports of call, the Matson line operated shipping board liner Hawkeye State left Salina Cruz Friday, according to radio here, and will reach Los Angeles Wednesday, arriving here Thursday. The ship will leave March 18 for Honolulu and Hilo on her last voyage in the Baltimore-Hawaii service, before being returned to the shipping board for reallocation.

The Toyo Kaisen Kaisha liner Seiyo Maru left today for Hongkong via Portland with a few passengers and a large freight cargo.

ASTORIA, Or., March 12.—(Special.)—The Swedish motorship Balboa with freight from Puget sound and Portland, sailed at 5:15 this evening for Scandinavian ports via San Francisco.

The steamer Willsolo arrived at 11:45 today from New York via San Francisco and went to Portland.

Carrying freight and passengers from Portland and Astoria the steamer Senator sailed at 1 o'clock this morning for San Francisco and San Pedro.

Carrying freight from Portland for San Francisco, the steam schooner Georgina Rolph sailed at 11:15 today. The steam schooner Annette Rolph in the same trade crossed out at 11:25.

The steam schooner Thomas Crowley with lumber from Westport and freight from Portland is to sail this evening for San Francisco.

The steamer Virginian will be due at the mouth of the river at 11 o'clock tonight from Seattle en route to Portland. She is picking up freight for Europe.

Tides at Astoria Monday.

High.	Low.
0:42 A. M....8.8 feet	7:01 A. M....0.4 foot
0:53 P. M....9.1 feet	7:24 P. M....-0.5 foot

Veterans Visit Montesano.

MONTESANO, Wash., March 12.—(Special.)—La Societe des 40 Hommes et 8 Cheveaux stormed Montesano last night, the legionnaire fun-makers coming from all parts of the county. It was one of a series of monthly meetings, each being held in a different town. The members of the auxiliary to the local legion post prepared a feast for the visitors.

Moving Picture News

TODAY'S FILM FEATURES.

Columbia—Cecil B. DeMille's "Fool's Paradise."
Peoples—Donald Crisp, "Beside the Bonnie Brier Bush."
Majestic—Pola Negri in "The Red Peacock."
Liberty—Wallace Reid, "The World's Champion."
Rivoli—"A Man's Home."
Star—Mary Pickford, "The Love Light."
Hippodrome—Vivian Martin, "Pardon My French."
Circle—Rudolph Valentino, "The Sheik."

POLA NEGRI in "The Red Peacock" opens at the Majestic today. This is a substitute picture for "Get-Rich-Quick Wallingford," which was taken off last night after a two days' run. "Get-Rich-Quick Wallingford" is a pleasing comedy, but it failed to draw crowds. Frank Lacey, manager of the Majestic, attributes this lack of support to the fact that film enthusiasts confused this picture with "The Son of Wallingford," shown here recently.

Pola Negri is best remembered for her work in "Passion," "Gypsy Blood" and "One Arabian Night," all spectacular productions, in which her acting made her a favorite with American film fans.

"The Red Peacock" is reminiscent of "Camille." The story was written by Hanns Kraly, European playwright, under the title of "Poor Violette." Miss Negri has the role of Violette, who lives in a hovel with her drunken father. He drives her into the streets to sell flowers, so that he may have money for his dissipation and threatens to beat her if she returns without sufficient for his needs. Violette runs through a storm to a theater from which a fashionable crowd is emerging.

Her flowers are refused by everyone and she is in despair when Alfred Germont, a playwright, appears. He sees that she is about to faint and when she falls unconscious, he picks her up and drives to the apartment of a friend. She tells Alfred her story and he gives her a bottle of wine for her father. She returns to her father, but is forced to flee to escape death at his hands.

Later, she meets Alfred again and he declares his love for her. Her mother and sister call upon Violette and when they convince her that she is ruining his career, she agrees to see him no more. They meet once again at Monte Carlo, where Violette dies in his arms.

Screen Gossip.

Maurice Tourneur and his "Lorna Doone" company have returned from a week's location trip on the upper San Gabriel river. The high water in the river, the result of the recent rains, and a blanket of snow which covered the mountains in the vicinity of the canyon, enabled him to obtain some of the most important scenes of the picture. John Bowers, who plays the leading masculine role; Madge Bellamy, Donald MacDonald and a large working force comprised the party. The "Lorna Doone" company passed a week on location in Santa Anita canyon. Mr. Tourneur has been taking advantage of the heavy snow in the mountains and the high water in the river to film the thrilling scenes for the next First National attraction, in which John Ridd, in order to rescue Lorna, gains his way into the heavily guarded Doone valley by swimming over the falls and through the rapids of the Doone river.

* * *

More than 320,000 feet of film were exposed during the taking of "Foolish Wives," the $1,000,000 picture coming to the Peoples soon. It would take 64 hours, or almost three days and three nights to show this film at a rate of speed to which motion picture viewers are accustomed. However, the 320,000 feet were trimmed, edited and cut down to 10,000 feet, which takes about two hours to show.

* * *

"Forever," the film version of George Du Maurier's famous novel, "Peter Ibbetson," which comes to the Peoples theater soon, is presented by a notable cast of actors and actresses. Wallace Reid and Elsie Ferguson have the stellar roles. Eliot Dexter plays in support. One of the most capable companies ever assembled for any production makes up the rest of the cast.

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"The Iron Trail," a Rex Beach story of Alaska, which was at the Majestic about three months ago, has been booked for a return showing at the Star next week. "The Iron Trail" is built about railroad construction work in the north.

* * *

Seven distinct characters in one photoplay is the achievement of Charles (Chic) Sale in his pictorial premiere, "His Nibs," which opens at the Peoples theater next Saturday. "His Nibs" is a picture of life as it centers about the motion picture palace of the average small town.

Port Calendar.

To Arrive at Portland.

Steamer—	From	Due.
Artigas	Boston	Mar. 13
Santa Cruz	Puget Sound	Mar. 13
Seiyo Maru	Orient	Mar. 14
Yuri Maru	Willapa	Mar. 15
Romulus	San Fran	Mar. 15
Anten	San Fran	Mar. 15
F. J. Luckenbach	New York	Mar. 15
Munaires	Galveston	Mar. 15
Eagle	New York	Mar. 17
Virginian	New York	Mar. 17
Babinda (M. S.)	San Fran	Mar. 19
Hannawa	Shanghai	Mar. 20
Belgium Maru	Japan	Mar. 20
Charles H. Cramp	Baltimore	Mar. 21
Nebraskan	New York	Mar. 24
Brush	Boston	Mar. 25
Edward Luckenbach	New York	Mar. 25
Hokkai Maru	Japan	Mar. 25
Montana	Europe	Mar. 25
Baja California	Valparaiso	Mar. 26
Las Vegas	Orient	Mar. 29
Willfaro	New York	Mar. 29
Texan	New York	Mar. 31
Felix Taussig	New York	Mar. 31
Loch Katrine (M. S.)	Europe	Mar. 31
Keifuku Maru	Japan	Mar. 28
West Keats	Orient	April 1

To Depart From Portland.

Steamer—	For	Date.
Robin Adair	New York	Mar. 13
Willsolo	New York	Mar. 13
Artigas	Boston	Mar. 13
Derblay	West coast	Mar. 14
West Cayote	Manila	Mar. 17
Eagle	New York	Mar. 20
Chas. H. Cramp	New York	Mar. 21
Chas. H. Cramp	Baltimore	Mar. 23
Nebraskan	New York	Mar. 24
Edw. Luckenbach	New York	Mar. 25
Jacob Luckenbach	Mobile	Mar. 25
Brush	Boston	Mar. 26
West Kader	North China	Mar. 27
Seiyo Maru	Orient	Mar. 30
Willfaro	New York	Mar. 31

Vessels in Port.

Steamer—	Berth.
Cape Town Maru	Terminal No. 4.
Eldorado	Albers dock.
Davenport	Albers dock.
Georgina Rolph	Couch-street dock.
F. S. Loop	Westport.
G. C. Lindauer	Warrenton.
Gothicstar	Columbia dock.
J. A. Moffett	Ganco.
Johan Poulsen	Peninsula mill.
John W. Wells (sch.)	Drydock.
Largo Law	Globe dock.
Thistle (sch.)	Peninsula mill.
Thomas Crowley	Couch-street dock.
Undaunted (sch.)	Inman-Poulsen mill.
West Nomentum	Drydock.
Yoko Maru	Clark & Wilson.
Edward R. West	Vegetable Oil mills.
Derblay	Inman-Poulsen mill.
Andrea F. Luckenbach	Terminal No. 1.
Fukkai Maru	Terminal No. 4.
Oridono Maru	Westport.
Rose City*	Ainsworth.
Bobbyalla (M.S.)	Terminal No. 2.
Willsolo	Terminal No. 1.

*Carries passengers.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at station G, 282 Oak street):

For Philippine islands and Hawaiia, March 18, 7:45 P. M., per steamer Bay State, from Seattle.

For Hawaii, March 14, 11:30 P. M., per steamer Ventura, from San Francisco.

For Japan, Corea and Siberia, March 18, 7:30 P. M., per steamer Bay State, from Seattle.

For Hawaii, Australia and New Zealand, March 13, 1 A. M., per steamer Ventura, from San Francisco.

For Australia and New Zealand, March 17, 11:30 P. M., per steamer Niagara, from Seattle.

NINTH CRAFT CLEARS FOR FOREIGN PORTS

Rapid Growth of Portland's Commerce Shown.

VARIETY OF CARGO WIDE

Articles Ranging From Lumber and Wheat to Drag Saws and Prunes Taken on Balboa.

The Johnson line motorship Balboa, which got away from Portland yesterday for Europe, was the ninth general cargo vessel to sail from this port for a foreign destination this month. This is significant of the rapid growth of Portland's foreign commerce, articles shipped ranging from lumber and wheat to dragsaws and dried prunes.

The Balboa dropped down the river yesterday morning at 7 o'clock and crossed out at 5 last night on the trip to Europe via the Panama canal. She will stop at Acajutla in central America to discharge a quantity of flour en route.

The motorship's manifest showed that she had aboard 149,332 bushels of wheat valued at $186,666; 750 barrels of flour valued at $4500, and a quantity of instruments and dried prunes. She will discharge 65,333 bushels of wheat at Belfast, 84,000 bushels at Dublin and other cargo at various other European ports.

Clearances Are Listed.

Other general cargo vessels which have cleared during the month include the Columbia Pacific steamer Vinita for Manila and other oriental ports; the General Steamship company's vessel Sonora for Bordeaux, Havre, Antwerp and Hamburg; the Y. K. K. steamer Bandai Maru for Yokohama and Kobe; the Java Pacific line steamer Tjilebeet for Japanese and Chinese ports; the United American line vessel Floridian for London, Glasgow and Hamburg; the Y. K. K. liner Yoshida Maru for Australian ports; the Columbia Pacific steamer Pawlet for the orient, and the Blue Star liner Gothicstar for Europe.

Arrivals yesterday included the William's line steamer Willsolo from New York and way points. She will discharge general cargo of about 350 tons and will take out general for the return trip.

Robin Adair Due in Harbor.

The Isthmian liner Robin Adair is scheduled to get into the harbor today from Atlantic ports with general cargo. She touched at San Francisco on the trip up the coast.

The Munson line steamer Munaires, which is bringing sulphur to this port from Galveston, is now en route up the coast. She got away from San Francisco where she touched Saturday night and will arrive in the river probably tomorrow.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

CADDO, Vancouver for Talara, 1825 miles south of Vancouver, March 11.

PRINCESS, Seattle for New York, 2267 miles northwest of Balboa at noon March 11.

SANTA VERONICA, New York for Los Angeles, 2138 miles northwest of Balboa at noon March 11.

MAUI, San Francisco for Honolulu, 1223 miles from San Francisco, 8 P. M. March 11.

LURLINE, Seattle for Honolulu, 2122 miles from Seattle 8 P. M. March 11.

H. WAHPING, Balboa for Honolulu, latitude 18:46 north, longitude 123:49 west, at noon March 11.

PARANA, Everett for Sydney, 1275 miles southwest of San Francisco, 8 P. M. March 11.

MATSONIA, Honolulu for San Francisco, 909 miles from San Francisco, 8 P. M. March 11.

KATRINA LUCKENBACH, Everett for San Francisco, 150 miles south of Cape Flattery, 8 P. M. March 11.

F. J. LUCKENBACH, San Francisco for Portland, 72 miles north of San Francisco, 8 P. M. March 11.

CANADIAN FARMER, San Pedro for San Francisco, 220 miles south of San Francisco, 8 P. M. March 11.

CREOLE STATE, Calcutta for San Francisco, 840 miles from San Francisco.

SENATOR, Portland for San Francisco via Astoria, 85 miles south of Columbia river.

SANTA INEZ, San Francisco for Vancouver, 105 miles south of Cape Flattery.

INDEPENDENCE, 2935 miles northwest of Balboa, bound for Honolulu.

ENTERPRISE, San Francisco for Hilo, 312 miles from San Francisco.

CITY OF LINCOLN, San Pedro for San Francisco, 300 miles south of San Francisco.

STEEL EXPORTER, passed Cape Mendocino, bound for San Francisco from Portland.

COLONEL E. L. DRAKE, Honolulu for Richmond, 250 miles from Richmond.

PRESIDENT, Victoria for San Francisco, 378 miles from San Francisco.

ROBIN ADAIR, San Francisco for Portland, 305 miles from Portland.

ARTIGAS, Boston for San Francisco, 276 miles south of San Francisco lightship.

EAGLE, Baltimore for San Francisco, 315 miles south of San Francisco.

RAINIER, Seattle for San Francisco, 75 miles from San Francisco.

LEHIGH, Philadelphia for San Pedro, 262 miles south of San Pedro.

WAPAMA, San Francisco for San Pedro, 135 miles from San Pedro.

SIERRA, San Pedro for Bellingham, 52 miles north of San Francisco.

KATRINA LUCKENBACH, Everett for San Francisco, 223 miles from San Francisco.

ED KINGSLEY, Blubber bay, B. C., for San Francisco, 160 miles from San Francisco.

WILLAMETTE, Portland for San Francisco, 200 miles north of San Francisco.

CURACAO, San Francisco for Seattle, 245 miles from San Francisco.

ROBIN ADAIR, San Francisco for Portland, 205 miles from Portland.

HARTWOOD, Aberdeen for San Francisco, 380 miles north of San Francisco.

JOHANNA SMITH, San Francisco for Coos bay, 135 miles south of Coos bay.

NORTHLAND, San Francisco for Bellingham, 315 miles north of San Francisco.

MUNAIRES, San Francisco for Portland, 30 miles northwest of Point Arena.

CANADIAN FARMER, San Pedro for San Francisco, 57 miles from San Francisco.

SAN ANTONIO, Monterey for Santa Cruz, 17 miles from Monterey.

MANUKAI, San Francisco for Kahului, 928 miles west of San Francisco.

SANTA RITA, Grays Harbor for San Pedro, 171 miles north of San Pedro.

J. A. MOFFETT, San Pedro for Point Wells, 915 miles south of Point Wells.

ADMIRAL EVANS, Willmington for San Francisco, 35 miles south of San Francisco.

CHARLIE WATSON, Richmond for Tacoma, 167 miles from Tacoma.

CHINA, Hongkong for San Francisco, 282 miles from San Francisco.

BALBOA, Portland for San Francisco, left Portland at noon.

BLUE TRIANGLE, Aberdeen for east coast via San Francisco, crossed bar Grays Harbor.

EGYPT MARU, now anchored at entrance to Grays harbor, 2 P. M.

ROBIN ADAIR, San Francisco for Portland, 305 miles from Portland.

ANNETTE ROLPH, Portland for San Francisco, 52 miles south of the Columbia river.

MULTNOMAH, Grays Harbor for San Francisco, 75 miles south of Grays Harbor.

YOSEMITE, Port Gamble for San Francisco, 75 miles north of Cape Blanco.

FRED BAXTER, Cushman Point for San Pedro, 397 miles from Cushman Point.

QUINAULT, Tacoma for San Pedro, 382 miles from Tacoma.

GEORGINA ROLPH, Portland for San Pedro, 105 miles south of the Columbia river.

ELDORADO, Puget sound for San Francisco, 530 miles north of San Francisco.

CELILO, Everett for San Francisco, 212 miles from Everett.

By Federal Telegraph.

WENATCHEE, Seattle for Yokohama, 2432 miles west of Seattle, March 11.

PROSPECT, San Pedro for Yokohama, 2593 miles west of San Pedro, March 11.

HOOSIER STATE, San Francisco for Yokohama, 440 miles west of Honolulu, March 11.

SOLONA, Port Arthur for Tampico, 90 miles south of Port Arthur, March 11.

WEST FARALON, Zamboanga for San Pedro, 3867 miles west of San Pedro March 11.

TAHITI, San Francisco for Sydney, 2676 miles west of San Francisco March 11.

ECUADOR, New York for San Francisco, 55 miles south of New York, March 11.

WALTER A. LUCKENBACH, San Francisco for Boston, 720 miles southeast of San Pedro at noon.

TEXAN, New York for San Pedro, latitude 22:24 north, longitude 169:51 west at noon.

KATRINA LUCKENBACH, Everett for San Francisco, 223 miles north of San Francisco.

COLOMBIA, San Francisco for New York, 629 miles south of Havana.

OLEUM, Portland for San Pedro, 740 miles north of San Pedro.

W. F. HERRIN, Avon for Gaviota, 82 miles south of Avon.

GEORGINA ROLPH, Portland for San Pedro, 105 miles south of Columbia river.

HAMMER, Manila for San Francisco, 855 miles west of San Francisco.

CITY OF RANGOON, San Pedro for San Francisco, 290 miles south of San Francisco.

LYMAN STEWART, Seattle for Oleum, 146 miles from Oleum.

Report From Mouth of Columbia.

NORTH HEAD, March 12.—Condition of the sea at 5 P. M., choppy; wind, northwest, 14 miles.

Read The Oregonian classified ads.

PUBLIC IS BLAMED FOR UNCLEAN PLAYS

Rabbi Stephen S. Wise Enters New York Controversy.

DISCRIMINATION IS URGED

Duty Declared to Rest With Those Who Act as Arbiters of What Is Fashionable.

NEW YORK, March 12.—(Special.)—Rabbi Stephen S. Wise entered the controversy concerning New York's theater during his sermon before the free synagogue in Carnegie hall today, asserting that in his opinion it would have to be reformed "both from within and without." He advocated a censorship of public taste, the only censorship he considered available and constructive.

"I am not bigoted in enmity against, but rather a friend and a patron of the theaters," he said, "and don't wish to be confounded with such enemies of the theater as see no good therein. The theater is and will continue to be more than a pastime of a luxury; it is a highly important national institution, which may become either a liability or an asset.

Importance Is Noted.

"Even if only a pastime, as is baseball, it would be enormously important for the greatest number of the American people are accessible to it. Whatever the present-day status of the theater may be, it is no more the last word of the drama than is jazz music to replace Beethoven and Bach, Schubert and Brahms."

Many of the plays now being presented in New York, he said, are good, wholesome, clean and worth while. Others he considered "shockingly suggestive," while some were "vile beyond words." Against the last named he protested vigorously.

"Either the theater will be reformed from within, that is to say by authors, producers and players and ourselves, or it will be reformed from without, despite all the evils which outward revision or reformation will be bound to entail. The theater today is driving us into state control, and state control means censorship. Bad as it is censorship will come as it ought to come unless a great and instant change comes over the spirit of those who control the theater and over us who give it life and sustenance.

Public Taste Responsible.

"The fundamental responsibility lies with us. The only availing and constructive censorship is the censorship of public taste, the public mind and public ideals. We could make this thing impossible if we willed, so that no man would dare to present an unclean play. An admirable method of approval is suggested and offered by the "white list" of the Catholic society.

"We must be the masters of the theater and not its nightly slaves. The moral censorship, the duty which rests upon all of us, lies in a special way on the few—on the fashionable, the well circumstanced, the privileged—who are the arbiters in the matter of taste."

Rabbi Wise devoted a considerable part of his address to a discussion of the work of Jewish producers.

Movements of Vessels.

PORTLAND, March 12.—Arrived at 3 A. M., steamer Frank G. Drum, from San Francisco; at 10 P. M., steamer Willsolo, from New York and way ports. Sailed at 10 last night, steamer Annette Rolph, for San Francisco; at 7 A. M., Swedish motorship Balboa, for Acajutla, Ireland, and Scandinavian ports.

ASTORIA, March 12.—Arrived down at 1 and sailed at 11:15 A. M., steamer Senator, for San Francisco, San Pedro and San Diego. Sailed at 11:25 A. M., steamer Georgina Rolph, for San Pedro. Arrived at 11:45 A. M., steamer Willsolo, from New York and way ports, and left up at 1 P. M. Sailed, steamer Annette Rolph, for San Francisco. Sailed at 5 P. M., Swedish motorship Balboa, for Acajutla, Ireland, and Scandinavian ports.

SAN FRANCISCO, March 12.—Sailed last night, steamer Floridian, from Portland for Europe; steamer G. C. Lindauer, for Portland; steamer Munaires, from Galveston, for Portland. Arrived at midnight, steamer W. F. Herrin, from Portland. Sailed at 8 A. M., Japanese steamer Seiyo Maru, for Portland.

SAN DIEGO, March 11.—Arrived—Steamer Chas. H. Cramp, from Baltimore and way for Portland.

TACOMA, Wash., March 12.—Arrived—Liberator, from New York; Coaxet, from Yokohama; Amur, towing barge Louisiana, from Stewart, B. C.

Sailed—Romulus, for Valparaiso; Amur, for Vancouver, B. C.

SEATTLE, March 12.—Arrived—Pomona, from Grays Harbor; Admiral Dewey, from San Pedro; Rosalie Mahoney, from San Francisco; Bay State, from Tacoma; Victoria, from southwestern Alaska; Romulus, from Valparaiso.

Sailed—Nome City, for San Francisco; Victoria, for Tacoma; Liberator, for New York.

HUNT FOR OFFICIAL FAILS

San Francisco Searchers Unable to Find Game Commissioner.

SAN FRANCISCO, March 12.—Searching parties who scoured the woods about Greenbrae, in Marin county, on the east coast of San Francisco bay, were unable to find trace today of Walter B. Sellmer, fish and game commissioner for the county, who has been missing since Thursday morning.

He answered a telephone call Thursday morning, his mother stated, and then armed himself and left without word other than he would return that night.

His knowledge of the bay country would prevent his becoming lost, his mother believed, and it was feared that he had met with mishap, possibly in an encounter with law-breakers.

MURDER SUSPECTS HELD

Pair Believed Those Who Killed Mathias Erzberger.

VIENNA, March 12.—Two men alleged by the police to be murderers of Mathias Erzberger, ex-German minister of finance, who was assassinated while walking through the Black forest in Germany last summer, have been arrested at Steinamanger, Hungary.

Their names have not been given out.

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