

BIG RUBBER CARGO LEAVES FOR COTIUM

Steel Ranger Is Dispatched With 2,299,637 Feet.

MORE PARCELS TO GO

Chattanooga City to Return Here and Take on Big Shipment Next Wednesday.

Bound for New York, the steamer Steel Ranger, of the Isthmian fleet, was dispatched from the harbor last night with the principal part of her cargo made up of 2,299,637 feet of lumber, shipped by the Charles R. McCormick Lumber company, and loaded at Portland by the Helms and Westport. The same interests will set about six additional parcels for the next coast, according to the programme to date.

The steamer Chattanooga City, which was here last week to unload general freight brought from the east, is to return from Puget sound Wednesday and take aboard 2,500,000 feet for Philadelphia and 800,000 feet for New York, the West Isleta is loading 2,000,000 feet for Astoria, and the West Catalina, which is in the harbor, takes 2,000,000 feet for New York. The Bruhn, at Portland, takes 1,200,000 feet for New York with 1,200,000 feet. The Mundeta, due early in June, will carry 3,800,000 feet for eastern delivery.

Mundeta Is Delayed. The Mundeta was to have been here the latter part of May but a message received yesterday was to the effect she had been in collision on the Atlantic with the tanker Mobile, one of the shipping board carriers, and had been damaged to an extent that would delay her arrival two weeks.

The Atlantic coast market has drawn many millions of feet from the north during the last year. While market conditions are reported not so active as present as was the case the latter part of 1921, it was reasoned there will be no decrease in the demand for lumber in the year which will easily show a big margin over the preceding period. Doors, of which there are a large number, and Ranges, are in the list of regular shipments these days and shingles are starting to move in greater volume.

Northern Shipments Heavy. Puget sound and Grays Harbor are making heavy shipments via the Atlantic coast, extending as well along the Atlantic coast to take in a big distributing territory which northwest material was said to find a ready reception. The ability of lumber manufacturers to take advantage of the fast and regular service rendered to an extent that the intercoastal lines is counted on to increase their lead in competition over the southern pine interests.

LUMBER CARRIERS AT WORK

Last of Idle Fleet Is Reported Back in Service.

With the arrival in the river of some of the steam schooners that have been in the yard for some time, it was made known by word of mouth that a fleet of about 30 carriers that was tied up in San Francisco Bay has been ordered to return to the coast, and there is about the normal amount of lumber moving again to San Francisco.

From the northwest there is a monthly average of approximately 60,000,000 feet of lumber shipped to California markets. Puget sound and Grays Harbor are sources from which much of the lumber is drawn through the entire Columbia river district in a regular and heavy shipping district. The lack of demand in the northwest is the cause of the steady stream of steam schooners was attributed to stony conditions of the winter in Southern California, preventing construction, while at the same time a heavy demand was held to be "in" which incapacitated many workers. Late reports are that the construction programme is on in full swing.

RAMP ORDERED DISMANTLED

Installation Change Made in Interest of River Vessels.

Experience having proved one of three ramps or movable slips installed on the first unit of terminal No. 1, can be applied without any detriment with facilities for handling freight between the dock and river steamers, the commission has ordered the ramp dismantled, and it will be moved to terminal No. 4, where it will be installed just inside the slip. The change is made in the interest of river vessels that at times are unable to reach a berth because of deep water in the river, and although the latter can usually be placed so as to leave space near the bow of the steamer for a river steamer to "nose in" that vessel can be landed on the ramp. The arrangement is expected to prove beneficial particularly to the steamers engaged in transporting paper between Oregon City and the terminal.

BIG CREOSOTE CARGO COMING

600,000 Gallons to Be Delivered at St. Helens This Month.

Delivery of 600,000 gallons of creosote at the plant of the St. Helens Creosoting company this month is to be made by the Kingsbury, which got away from the Puget sound on Wednesday and is due to make deliveries at San Pedro and on Puget sound as well. The creosote consisted of San Pedro for the use of the Southern Pacific. Creosoted material in considerable quantities is in order on the coast, and the St. Helens plant is said to have received its share in new business, included in which are ties for Mexico, the initial shipment of which was made last month. More general use of creosoted ties by railroads of the country since the war is said to have opened new avenues for coast plants, and with the increased call is said to have come specifications of a much higher standard as to the material for ties.

SEAFARING HELD PROFESSION

Masters and Mates Object to Being Classified with Labor Unionism.

NEW YORK, May 3.—The Neptune association of licensed masters and mates of ocean and coastwise steam vessels tonight issued a formal statement taking exception to reference being made in the organization as "labor union."

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The review said additional damage to crops was reported from some upper Ohio valley and Appalachian districts and a resurvey showed the damage from the recent cold snap to be much heavier in central Ohio and West Virginia and to grapes and early cherries in New York.

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The large passenger list indicates that the big vessels are continuing to gain in popularity with trans-Pacific voyagers. They boast the largest cabins in any vessels engaged in this trade. On board here the Bay State will be renamed the President Madison, in accordance with a recent ruling of the shipping board, for which the Admiral Linder operates five vessels engaged in this trade.

Numbered among the passengers is Ben Hur Lampman, of the Oregonian, who is accompanied by Julius L. Merer and party to the far east in the interest of the 1925 Oregon fair. Mr. Lampman toured Japan with the steamer Westport, and many interesting facts of a commercial character.

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