TONNAGE RECORD OF 1910 SUPREME

Merchants' Exchange Summary Shines in Annals of Maritime Prosperity.

GREAT GAINS ARE SHOWN

Big Lead Is Due to Fast Increasing Fleet Plying Between Portland and California Ports, Including All Kinds of Craft.

Never was such a story told in the United States Government records of Portland's exports as the gain depicted in manifests filed at the Customhouse for 1910, the increase in lumber cargoes floated reaching 46,700,262 feet.

At the close of the cereal year, June 30, 1910, it was thought the column of comparisons had reached its limit when it was shown that lumber cargoes had exceeded the previous cereal year's figures by 28,164,974 feet, but that unprecedented mark has been nearly doubled.

Growers Holding Grain.

Market conditions, the attitude of growers in holding their crops and limited tonnage available for "spot" and early loading combined to drop the wheat exports to an extent that represents less than the combined capacity of two sailing vessels. At the same time, 1910 was somewhat different from 1909 in the manner in which grain has moved, and as its volume is gauged principally on the basis of the cereal year, the new aspect of the situation promises to show a large advance at the close of June.

Heavy business in 1909 in flour, which served to stock the principal market for the Pacific Coast, that of the Orient, mitigated against 1910 in the number of barrels exported, but a better price for the product and the fact that December closed with a strong movement brought valuations to a high figure.

Barley played no part in 1910, so far as the trade abroad was concerned, Northwest stocks being moved largely by rail to the East, owing to a shortage there. The total receipts for the season from the interior were 358 cars, against 1094 cars for the same period last year, and that which is coming largely finds its way into the feed market, there being no brewing barley exported.

There were 60 vessels to get away during the year with whole or part cargoes of lumber destined foreign, and even with a diminution in the activity of the last two months, December closed with a credit of having witnessed the movement of 7,124,131 feet, valued at $146,401. The banner month of the year was August, when 20,436,090 feet was exported, and it takes rank as the record month in the history of the port. Five months fell below 12,000,000 feet—January, April, May, November and December being the lightest periods. The new figures are unquestionably the record for a single year's exportation.

In coastwise lumber dealings, much the same story is told, there having been 110,742,000 feet floated for California ports, against 95,549,700 feet for 1909, an increase for the last year of 15,192,300 feet, and that in the face of an unusual condition—the sale of millions of feet of cheap lumber in the North that drew tonnage from Portland to transport it after the vessels had called here with general cargo from the South. December's shipments to California were 7,400,000 feet, which was third from the lowest figure on the list, while November was the leading period and is prominent in the archives of the harbor as the best month, the record being 13,334,000. The best previous showing was in June, with its total of 12,121,000 feet and it closed the cereal year that had coastwise business to its credit of 102,891,700 feet.

Wheat Shipments Analyzed.

A comparison of the aggregate wheat shipments of 1909 and 1910 with those of the cereal year of 1909-10 indicate a strong recovery for the year ended yesterday. In 1909 there was exported 3,442,626 bushels and for the cereal year the amount reached 5,746,125 bushels, while in 1910 5,201,367 bushels represents the movement, but it surpasses expectations because the wheat going to California has drawn from the exporting stocks and the amount sent to tidewater from the interior has piled large amounts on the docks with which to start 1911. There were 54 carriers in the 1910 wheat and flour fleet and 56 were numbered in the fleet for the cereal year, but last Winter there was such a decided movement abroad that little was apportioned for Spring and Summer shipments.

More flour was available than was shipped, as the steamer service has been interrupted to a large extent, but market conditions in the main curtailed the exodus to the Far East, the total being 283,678 barrels, against 365,728 barrels in 1909, but there was a gain over the shipments for the last cereal year, when 205,680 barrels, worth $879,199, were exported. No flour moved in April and November and in 1909 there was none to go in August and September.

The fleet under engagement for the opening of 1911 is much larger than records show was listed for 1910 and with practically a double steamship service across the Pacific, which has been available since Fall opened, there is every reason to expect material changes in the export showing.

With December's contribution of 200,000 bushels of wheat to the California market, the total for the year was 3,000,666 bushels, or approximately three-fourths as much as was exported.

Figures compiled late yesterday at the Merchants' Exchange show the value of the year's shipments was $3,272,993, and 270,984 barrels of flour which went to Southern parts were worth $1,411,583. The combined foreign shipments of flour exceeded the Coast business by only a few more than 12,000 barrels.

Cereal Movement Tabulated.

The cereal movement by months follows:

COASTWISE WHEAT AND FLOUR SHIPMENTS, 1910.

	Wheat. Bushels.	Wheat. Value.	Flour. Bushels.	Flour. Value.
January	432,163	$ 473,379	24,432	$ 146,712
February	179,021	196,922	23,494	149,149
March	293,271	297,136	31,520	169,420
April	274,000	253,637	27,152	141,190
May	284,249	238,769	16,632	86,484
June	259,125	203,101	12,765	63,669
July	288,822	259,940	20,908	103,636
August	290,918	261,815	22,485	115,898
September	318,565	278,021	21,672	108,355
October	321,026	263,241	25,428	128,411
November	306,610	242,212	22,456	105,666
December	300,000	268,800	20,000	90,000
Total	3,000,666	$3,272,993	270,984	$1,411,583

Lightship Is Seaworthy.

Doubt as to the seaworthiness of the hull of lightship No. 50, which has been tied up at Astoria for two years following the introduction of a lightvessel with steam power off the Columbia, has been removed as a result of a survey made by Commander Ellicott, lighthouse inspector, who said yesterday that her hull was in good condition and that necessary repairs would be confined to her superstructure. He will recommend to the bureau of lighthouses that the vessel can be used in quiet or sheltered waters.

Editor Weds Albany Girl.

ALBANY, Or., Dec. 31.—(Special.)—A. Meresse, one of the most prominent newspaper men of Eastern Oregon, was married here today to Miss Eva Huston, daughter of ex-Sheriff Worth Huston, and one of Albany's most popular young women. A former prominent student of Pacific University, Mr. Meresse is now city editor of the Malheur Enterprise, at Vale, and is secretary of the Vale Commercial Club.

FOREIGN LUMBER SHIPMENTS FROM PORTLAND FOR 12 MONTHS.

Cleared, vessel, flag, rig, destination—	Feet.	Value.
January—		
8—J. M. Griffith, Am. bktn., Payto, Peru	708,509	$ 8,616
22—Selja, Nor. ss., Hongkong	289,507	2,895
27—Gulf Stream, Fr. bk., Cape Town	1,270,250	13,611
February—		
2—Stephanotis, Br. ss., Shanghai	2,748,640	31,827
5—Hesste Dollar, Br. ss., Shanghai	3,535,905	36,480
7—Glenalvon, Br. sh., Sydney	1,841,283	22,095
9—M. S. Dollar, Br. ss., Melbourne	2,750,737	33,879
14—Falls of Orchy, Br. ss., Taku	3,582,000	37,611
23—River Clyde, Br. ss., Manila	2,140,000	27,500
March—		
1—Kelburn, Br. bk., London	2,237,042	29,000
1—Henrik Ibsen, Nor. ss., Hongkong	1,894,755	21,046
3—Hercules, Nor. ss., Hongkong	915,563	9,721
8—Glenoffric, Br. ss., Shanghai	3,171,000	34,881
15—Eir, Nor. ss., Hankow	1,964,443	21,608
16—Tardenskjold, Nor. ss., Sydney	2,031,711	27,750
23—Poltalloch, Br. bk., Melbourne	2,800,289	41,631
April—		
5—Manx King, Br. sh., Adelaide	1,167,270	16,000
16—Inverness, Br. ss., Calcutta	2,897,662	34,776
27—Bossuet, Fr. bk., Newcastle	1,505,622	22,600
27—Orillon, Fr. sh., Delgoa Bay	1,487,024	21,490
May—		
7—Ryglja, Nor. ss., Yokohama	1,253,561	24,854
14—Selja, Nor. ss., Hongkong	2,265,366	23,736
27—Inverklip, Br. ss., Manila	5,641,669	48,804
June—		
10—Knight of the Garter, Br. ss., Tsingtau	4,920,000	59,040
18—Elsa, Nor. ss., Manila	2,895,000	35,160
20—Leyland Brothers, Br. sh., Delagoa Bay	1,987,500	25,837
20—Wotan, Ger. ss., Bilboa	1,503,000	17,092
21—Sark, Nor. ss., Dalny	2,446,695	30,722
24—Henrik Ibsen, Nor. ss., Hongkong	984,974	9,850
July—		
7—Saint Dunstan, Br. ss., Adelaide	1,427,967	18,564
9—Eir, Nor. ss., Taku Bar	3,250,000	39,812
12—Coulsdon, Br. ss., Shanghai	3,500,000	36,200
13—Hercules, Nor. ss., Hongkong	314,219	3,040
19—Pactolus, Am. bk., Cape Town	1,277,846	25,402
26—Riverdale, Br. ss., Tsingtau	2,950,000	29,500
August—		
10—Ryglja, Nor. ss., Hongkong	1,720,643	17,808
13—Hazel Dollar, Br. ss., Taku	3,693,296	37,606
15—Jethou, Nor. ss., Shanghai	3,600,000	36,062
17—Inca, Am. sch., Auckland	1,356,974	16,081
19—Kumeric, Br. ss., Manila	730,769	8,897
24—Glenlee, Br. ss., Taku	3,592,751	36,832
26—Belle of Scotland, Br. ss., Shanghai	3,900,000	39,000
31—Selja, Nor. ss., Hongkong	2,041,086	20,417
September—		
3—Alden, Nor. ss., Taku	3,100,000	44,904
8—Howsgate, Br. ss., Buenos Ayres	2,830,314	35,090
12—Otaru Maru No. 2, Jap. ss., Hankow	1,412,336	14,000
14—Tricolor, Nor. ss., Port Pirie	3,510,684	33,351
22—Aymeric, Br. ss., Yokohama	2,096,772	29,578
October—		
11—Henrik Ibsen, Nor. ss., Hongkong	108,531	1,166
13—Strathyre, Br. ss., Sydney	3,398,630	40,820
14—Knight of the Garter, Br. ss., Shanghai	5,000,000	55,000
15—Redhill, Br. ss., Yokohama	654,700	7,890
29—Iran, Br. ss., Kobe	3,549,565	27,238
November—		
7—Tamon Maru No. 6, Jap. ss., Shanghai	1,549,931	18,263
10—Eir, Nor. ss., Port Pirie	2,923,000	41,306
December—		
7—Ryglja, Nor. ss., Hongkong	300,000	30,000
15—Kumeric, Br. ss., Hongkong	969,856	11,638
16—Hazel Dollar, Br. ss., Shanghai	3,551,314	37,927
17—Strathfillan, Br. ss., Hongkong	452,009	4,520
29—Omega, Ger. sh., Hamburg	1,850,952	62,316
Total	132,652,772	$1,630,461

EXPORTS BY MONTHS.

	1910 Feet.	1910 Value.	1909 Feet.	1909 Value.
January	2,268,266	$ 25,152	2,037,862	$ 22,633
February	16,598,565	189,383	11,903,146	169,204
March	15,015,323	185,637	6,133,214	80,164
April	7,057,378	94,866	9,541,897	104,345
May	7,160,598	97,394	5,073,362	52,945
June	14,537,178	177,641	6,884,955	81,484
July	12,520,032	152,618	13,945,367	137,181
August	20,436,090	212,703		
September	12,950,106	156,923	5,368,627	51,728
October	12,511,476	132,114	9,670,833	107,035
November	4,472,931	59,629	8,387,247	89,533
December	7,124,131	146,401	7,206,000	75,663

COASTWISE SHIPMENTS.

	1910.	1909.
January	7,050,000	9,700,000
February	6,790,000	8,177,000
March	8,485,000	12,180,000
April	9,829,000	6,239,200
May	9,147,000	8,764,000
June	12,121,000	3,425,000
July	10,751,000	8,344,000
August	10,402,000	8,620,000
September	7,603,000	9,255,000
October	7,760,000	8,414,000
November	13,334,000	7,556,500
December	7,400,000	4,875,000
Totals	110,742,000	95,549,700

Total lumber exports for cereal year ending June 30, 1910, reached 110,853,764 feet, valued at $1,268,682. Total lumber shipments coastwise for same period, 102,891,200 feet.

PORTLAND'S CEREAL EXPORTS FOR YEAR ENDED DECEMBER 31, 1910.

Cleared, vessel, flag, rig, destination.	Wheat, Bushels.	Value.	Flour, Barrels.	Value.
January—				
19—Jean Bart, Fr. bk., Q. or F.	109,674	$ 120,642	.....	.....
22—Sully, Fr. bk., Q. or F.	116,528	120,024	.....	.....
22—Selja, Nor. ss., Hongkong	.....	.....	25,530	114,833
24—Andre Theodore, Fr. bk., Q. or F.	122,814	122,900	.....	.....
For January	349,016	$363,566	25,530	$114,833
March—				
1—Henrik Ibsen, Nor. ss., Hongkong	.....	.....	15,536	70,214
5—Hercules, Nor. ss., Hongkong	33,335	36,002	.....	.....
8—Ernest Legouve, Fr. bk., Q. or F.	113,307	113,300	.....	.....
For March	146,642	$149,302	15,536	$70,214
April—				
5—Altair, Br. sh., Q. or F.	182,197	182,200	.....	.....
19—Brabloch, Br. sh., Q. or F.	123,854	117,600	.....	.....
28—Arctic Stream, Br. sh., Q. or F.	90,025	86,000	.....	.....
28—Donna Francisca, Br. bk., Q. or F.	181,973	181,973	.....	.....
For April	478,549	$467,773	.....	.....
May—				
7—Selja, Nor. ss., Hongkong	.....	.....	1,000	4,500
14—Ryglja, Nor. ss., Hongkong	8,333	8,125	10,567	48,001
24—Augustus, Ger. ss., St. Vincent	244,589	220,130	.....	.....
For May	252,922	$222,255	11,567	$52,501
June—				
24—Henrik Ibsen, Nor. ss., Hongkong	25,010	20,257	15,972	70,605
For June	25,010	$20,257	15,972	$70,605
July—				
6—Iverna, Br. bk., Q. or F.	136,439	109,100	.....	.....
15—Hercules, Nor. ss., Hongkong	8,340	7,005	26,156	117,682
For July	144,779	$116,105	26,156	$117,682
August—				
10—Ryglja, Nor. ss., Hongkong	.....	.....	17,916	80,622
19—Kumeric, Br. ss., Yokohama	.....	.....	2,997	11,636
31—Selja, Nor. ss., Hongkong	.....	.....	3,250	14,636
For August	.....	.....	24,073	$106,894
September—				
30—Andromeda, Br. bk., Q. or F.	112,327	101,094	.....	.....
October—				
5—Gen. de Boisdeffre, Fr. bk., Havre.	112,767	108,000	.....	.....
7—Danmark, Dan. bk., Q. or F.	90,942	72,548	.....	.....
10—Scottish Monarch, Br. ss., St. Vinc't	266,876	227,000	.....	.....
11—Henrik Ibsen, Nor. ss., Hongkong	59,191	57,121	18,150	81,875
15—Uganda, Br. ss., St. Vincent	242,656	218,391	.....	.....
22—Glenalvon, Br. sh., Q. or F.	122,757	107,400	.....	.....
26—Hercules, Nor. ss., Hongkong	.....	.....	33,023	128,092
27—Hoche, Fr. sh., Q. or F.	110,512	99,460	.....	.....
29—Bidart, Fr. bk., Q. or F.	111,877	100,690	.....	.....
29—Iran, Br. ss., Kobe	65,602	55,813	.....	.....
For October	1,173,240	$1,046,723	51,173	$209,967
November—				
4—Masunda, Br. ss., St. Vincent	256,654	205,000	.....	.....
14—Port Stanley, Br. bk., Q. or F.	131,607	114,498	.....	.....
16—Camphill, Br. ss., Q. or F.	214,823	172,000	.....	.....
21—Kirkcudbrightshire, Br. sh., Q. or F	86,780	75,409	.....	.....
22—Selena, Ger. bk., Q. or F.	70,771	56,616	.....	.....
23—Babin Chevaye, Fr. bk., Q. or F.	110,245	94,000	.....	.....
30—Vincennes, Fr. bk., Q. or F.	110,541	93,960	.....	.....
For November	981,421	$811,573	.....	.....
December—				
1—Wm. T. Lewis, Br. bk., Q. or F.	129,002	103,201	.....	.....
1—Vincennes, Fr. bk., Q. or F.	110,541	93,960	.....	.....
6—Bjornstjerne Bjornsen, Nor. ss., St. Vincent	305,866	259,000	.....	.....
7—Ryglja, Nor. ss., Hongkong	46,893	42,204	30,138	156,554
7—Thiers, Fr. bk., Q. or F.	119,807	105,430	.....	.....
9—Glenholm, Br. sh., Q. or F.	121,333	103,000	.....	.....
15—Kumeric, Br. ss., Hongkong	16,069	1,500	21,560	75,461
16—Cannebierre, Fr. bk., Q. or F.	114,987	100,000	.....	.....
17—Schurbek, Ger. bk., Q. or F.	114,754	125,918	.....	.....
17—Strathfillan, Br. ss., Hongkong	28,333	25,075	47,500	190,001
21—Ellerbek, Ger. bk., Q. or F.	92,439	77,848	.....	.....
24—Solveig, Nor. ss., St. Vincent	224,335	191,803	.....	.....
29—Michelet, Fr. bk., Q. or F.	112,524	98,478	.....	.....
31—Quito, Br. ss., Kobe	.....	.....	5,473	21,890
For December	1,537,461	$1,327,217	113,671	$443,906

1910.

Total wheat exported, 5,201,367 bushels, valued at $4,531,865.
Total flour exported, 283,678 barrels, valued at $1,186,602.

1909.

Total wheat exported, 5,442,626 bushels, valued at $5,217,323.
Total flour exported, 365,728 barrels, valued at $1,530,495.

LUMBER EXPORTS MAKE HEAVY GAIN

Shipments for 1910 Exceed Those of Previous Year by 46,700,262 Feet.

GRAIN SHOWS RECOVERY

Fleet Engaged for 1911 Is Much Larger Than Last Season's and Future Is Bright—Coastwise Traffic Grows.

GREAT GAIN SHOWN IN LUMBER EXPORTS AND COASTWISE SHIPMENTS; SLIGHT DROP IN CEREALS.

	1910	1909.
Lumber	$1,630,461	$ 971,913
Wheat	4,531,865	5,217,323
Flour	1,186,602	1,530,495

Shining conspicuously in prosperity's annals, which prove Portland's maritime interests are steadily advancing, is the Merchants Exchange summary of tonnage handled, which includes statistics since the close of 1906 and in every column the succeeding years are shown to have gained by great bounds.

As in the unexpected advance in lumber gains, the record for 1910 is supreme with a total tonnage entered of 1,113,526 and of tonnage cleared equaling 1,089,283, an increase in the former instance over 1909 of 249,963 tons and in the cleared total of 223,356 tons.

Slight Decrease Overcome.

In 1909 there was a slight decrease but in 1908 vessels entered with a total tonnage of 54,861 over 1907, and 69,938 tons more were cleared, while in 1907 there was a gain of 204,215 tons entered over 1906 and of 175,282 tons greater cleared.

The summary includes every class of cargo carriers that visit the harbor, deepsea types and coasters, and the big lead is due to more than one class, mostly to the fast increasing fleet that plies between Portland and California ports, to the charter of additional tramps for lumber, and the introduction of steam tonnage in addition to windjammers in the grain fleet.

Full Statement Given.

A complete statement covering four years follows:

TONNAGE ENTERED AND CLEARED AT PORTLAND.

Compiled by Merchants' Exchange.

	1910. Entered Tons.	1910. Cleared Tons.	1909. Enter'd Tons.	1909. Cleared Tons.	1908. Enter'd Tons.	1908. Cleared Tons.	1907. Enter'd Tons.	1907. Cleared Tons.
January	72,438	62,881	68,655	71,687	86,156	97,898	*62,250	*61,719
February	77,931	83,310	55,498	66,803	74,823	85,057	71,864	61,346
March	85,001	88,274	74,909	71,793	82,516	66,875	57,106	75,390
April	88,406	82,002	55,512	59,212	63,000	82,212	65,391	70,849
May	82,809	84,141	51,087	55,218	62,805	84,997	57,025	68,045
June	99,727	93,808	62,734	51,067	78,323	61,916	55,852	58,642
July	92,234	93,835	54,462	63,718	60,358	69,178	73,476	65,189
August	106,451	103,630	85,735	62,996	73,329	63,401	62,055	62,099
September	101,202	85,737	90,254	66,566	94,198	79,918	72,936	67,828
October	109,747	102,850	93,218	93,470	77,977	95,653	77,505	73,863
November	106,767	95,230	82,790	85,770	71,533	85,770	100,459	80,596
December	95,873	113,584	89,669	112,428	76,088	68,999	89,326	85,902
Totals	1,113,526	1,089,283	863,563	866,927	901,106	941,874	846,245	831,468

*Ice blockade in river for ten days.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date.
Anvil	Bandon	In port
Golden Gate	Tillamook	In port
Bear	San Pedro	In port
Klamath	San Francisco	In port
Alliance	Eureka	In port
Breakwater	Coos Bay	Jan. 1
Geo. W. Elder	San Pedro	Jan. 1
Rose City	San Pedro	Jan. 3
Henrik Ibsen	Hongkong	Jan. 4
Sue H. Elmore	Tillamook	Jan. 7
Falcon	San Francisco	Jan. 7
Beaver	San Pedro	Jan. 8
Roanoke	San Pedro	Jan. 8

Scheduled to Depart.

Name.	For.	Date.
Bear	San Pedro	Jan. 2
Alliance	Eureka	Jan. 2
Breakwater	Coos Bay	Jan. 3
Klamath	San Francisco	Jan. 3
Geo. W. Elder	San Pedro	Jan. 4
Rose City	San Pedro	Jan. 7
Golden Gate	Tillamook	Jan. 7
Sue H. Elmore	Tillamook	Jan. 10
Falcon	San Francisco	Jan. 10
Roanoke	San Pedro	Jan. 11
Beaver	San Pedro	Jan. 12
Anvil	Bandon	Jan. 12
Henrik Ibsen	Hongkong	Jan. 15

SEVEN BOATS WILL COMPETE

Committee Announces Rules to Govern International Race.

At least seven crews will start in the international boatrace scheduled to take place in the harbor at 10:30 o'clock tomorrow, the latest entry having been made yesterday afternoon. The list is not closed, as others can announce their crews up to the time of the event. The prize list was added to by donations of $2.50 by Superintendent Campion, of the Port of Portland, and the same amount by Rohde & Rupert.

The committee yesterday adopted rules to govern the boatrace, and the regulations for the swimming events will be those customarily in vogue. The vessels represented and the coxswains are as follows: British bark Inveravon, Beauty, coxswain; British bark Inverness, Cootrail, coxswain; steamer Golden Gate, Anderson, coxswain; French bark Bayard, Biojier, coxswain; French bark Pierre Antoine, Merser, coxswain; British bark Forfarshire, Tommy, coxswain, and steamer Bear, Dunning, coxswain.

INLAND EMPIRE ENDS TRIPS

Open River Interests to Withdraw From Upper Columbia.

Following her departure from Celilo January 4 for points on the Upper Columbia River, the steamer Inland Empire will sound her whistle on those waters for the last time until Spring buds forth, as the Open River Transportation Company has decided to abandon that stretch of the line, as it has done on the Snake River branch.

It is expected that the Inland Empire will return to Celilo about January 7 and then she will be hauled out, her crew dismissed with best wishes for the new period and everything made snug aboard for her Winter respite on shore. Attention will be centered on the steamer Twin Cities, which is being overhauled, so that the fleet will be in workable shape when the 1911 season opens. The O. R. & N. contemplates drawing off one of its Snake River carriers, so that stream will have only one large steamer during the latter part of the season.

WANDSBEK ENTERS COLUMBIA

Serak Arrives From North and Quito Sails With Flour.

After a month's run up the Coast from Santa Rosalia, the German bark Wandsbek, coming to load lumber for the Oregon Pine Export Company, crossed into the river yesterday afternoon and will leave up early next week. She makes the fourth "bek" ship to call here this season, others having been the Goldbek, Ellerbek and Schurbek.

Another arrival yesterday was the German steamer Serak, from Tacoma, which reached the dock of the Eastern & Western Lumber Company last night to be lined for wheat loading, as she is chartered by Balfour, Guthrie & Co., and will take cargo at the Oceanic dock for Europe. The British steamer Quito, which loaded flour at the Albina dock until nearly midnight, departed for the Orient and Manila via Seattle, with 5473 barrels of flour, valued at $21,890. The British ship Scottish Moors shifted yesterday afternoon from Martin's to Oceanic dock and will finish grain early in the year.

Marine Notes.

In tow of the tug Wallula, the schooner King Cyrus, lumber laden for San Francisco, is to leave St. Helens today.

Until late last night liners labored on the British bark Inverness at Linnton, to prepare her for receiving wheat early in the week.

Having on board 2,360,000 feet of lumber, which is said to be the record cargo taken from the Columbia River on a sailing vessel, the German bark Goldbek will depart tomorrow from Prescott, bound for Delagoa Bay.

There yesterday entered at the Custom-House the steamer W. S. Porter, from San Francisco, while the steamer Bear cleared for that port, the Porter for the return, the gasoline schooner Wilhelmina for Yaquina and the British steamer Quito for the Orient via Seattle.

Movements of Vessels.

PORTLAND, Dec. 31.—Arrived—German steamer Serak, from Tacoma; steamer Roma from Port San Luis; steamer Alliance, from Eureka and Coos Bay. Sailed—British steamer Quito, for Manila and Kobe via Seattle; steamer Shna Yak, for San Francisco; steamer Sue H. Elmore, for Tillamook; steamer Rainier, for San Francisco.

San Francisco, Dec. 31.—Arrived at 4 A. M., steamer Beaver; at 10:30 A. M., steamer Roanoke, from Portland. Sailed last night, steamer Capastrano, for Columbia River.

Astoria, Dec. 31.—Sailed at 10 A. M., steamer Falcon, for San Francisco; sailed at 10:15 A. M., steamer Shoshone, for San Francisco; arrived at 10:25 A. M. and left up at 1:50 P. M., German steamer Serak, from Tacoma; sailed at 10:25 A. M., steamer Johan Poulsen, for San Francisco; arrived at 11:45 A. M. and left up at 1:30 P. M., steamer Roma, from Port San Luis; arrived down at 10:30 A. M., French bark Michelet; arrived at 3:30 and left up at 5 P. M., steamer Alliance, from Eureka and Coos Bay; arrived at 1 P. M., German bark Wandsbek, from Santa Rosalia; outside at 3 P. M., steamers Rosecrans and Asuncion, from San Francisco.

Coos Bay, Dec. 31.—Sailed — Steamer Breakwater, for Portland.

Point Loboa, Dec. 31.—Passed at 8 A. M., steamer Olympic, from San Pedro, for Columbia River.

San Francisco, Dec. 31.—Arrived—Steamers M. F. Plant, from Coos Bay; Fifield, from Bandon; Tallac, from Everett; schooner Robert Searles, from Puget Sound. Sailed—Steamers Coaster, for Astoria; Raymond, for Willapa; Enterprise, for Hilo; schooner R. W. Bartlett, for Puget Sound; Coronado, for Honolulu.

Hongkong, Dec. 31.—Arrived previously—Mexico Maru, from Tacoma; Suveric, from Tacoma.

Gonoa, Dec. 28.—Sailed—Acilia, for San Francisco.

Tacoma, Dec. 31.—Arrived—Steamer Admiral Sampson, from San Francisco.

Seattle, Dec. 31.—Arrived—Steamer Admiral Sampson, from Tacoma; steamer Kamakura Maru, Oriental ports; steamer Lewis Luckenbach, from New York; steamer Humboldt, from Skagway. Sailed—Steamer Charles Nelson, for Everett; steamer Admiral Sampson, for San Francisco; steamer Eureka, for Tacoma.

Tides at Astoria Sunday.

High	Low.
2:05 A. M.....7.1 feet	7:30 A. M.....4.1 feet
1:00 P. M.....8.6 feet	8:05 P. M.....-0.9 feet

Forest Grove Man, Shot, May Die.

FOREST GROVE, Or., Dec. 27. — Edward L. Naylor, of this place, who was shot in the abdomen by Frank Lenocker, before the latter committed suicide here 17 days ago, is in a critical condition and his recovery is doubtful.

MEN

Make No Mistake

GO WHERE YOU ARE SURE OF GETTING EXPERT TREATMENT

THE BEST PLACE IN THE NORTHWEST WHERE YOU CAN GET CURED THE QUICKEST AND CHEAPEST IS AT THE ST. LOUIS MEDICAL CO., PORTLAND. HONEST, FAITHFUL SERVICE, ADVANCED TREATMENT, EXPERT SKILL, REASONABLE CHARGES.

Call at Once if You Are in Trouble

Don't take chances with "patent medicines" or "tips from friends" and run the risk of dangerous complications. I have the quickest cure in the world. Don't wait until something happens. Call in the beginning and save money. I will charge only a few dollars for the first treatment, provided you call early.

THE MASTER SPECIALIST. Why waste money "trying" different doctors? Go to the Master Specialist in the first place and get cured and avoid experimenting with poor doctors.

Ailments of Men

Thousands of young and middle-aged men are annually swept to a premature grave. If you have any of the following symptoms consult me before it is too late: Are you nervous, despondent and gloomy, specks before the eyes with dark circles under them, weak back, backache, weak kidneys, irritable temper, cranky, palpitation of the heart, bashful, pimples on the face, hollow cheeks, careworn expression, poor memory, lifeless, distrustful, lack of energy and strength, tired mornings, restless nights, changeable moods, sore throat, etc.?

MEN Young and middle-aged men with weak back, failing strength, sunken cheeks, hollow eyes, poor memory, I cure cheaply.

VARICOSE VEINS Wormy veins, varicose veins, reduced and cured without pain or inconvenience. Rupture, etc., and Piles cured without operation. Consult me free and find out how I cure without the knife. My price for a cure is the cheapest in the Northwest.

CHRONIC AILMENTS and skin ailments, eczema, ulcers, constipation, itching, heart, kidneys, liver, stomach, catarrh, rheumatism, pains.

ARE YOU? Nervous and despondent, debilitated; tired mornings; no ambition—lifeless; memory poor; easily fatigued; excitable and irritable; eyes red and blurred; pimples, haggard looking, ulcers, sore throat, lack of energy and confidence?

OLD MEN with chronic kidney and bladder ailments, difficult urination, enlarged glands, etc., should call at once for quick relief.

ARE YOU SUFFERING FROM IMPAIRED VITALITY?

MY NEW METHOD TREATMENT can cure you and make a man of you. Under its influence the brain becomes active, the nerves become strong as steel, so that nervousness, bashfulness and despondency disappear; the eyes become bright, the face full and clear; energy returns to the body, and the moral, physical and vital systems are invigorated. I invite all the afflicted to consult me personally or by letter.

A SMALL FEE My prices are always reasonable and never more than you are willing to pay for the results I will give you. I will allow you to pay me by the visit, week or month, as you are able, or I will allow a liberal discount for cash. No man too poor to get my best service. I have such a large patronage that I can give you a very small price. No excuse for any man to be without treatment.

WHY THE FREE OFFER IS GIVEN If you doubt my ability to cure you, remember I give a week of my great treatment free if you desire, so you can try it yourself and see that it is the best obtainable in America. This free offer is especially made to patients who have failed to get cured by doctors who are not specialists.

If you are tired of treatments that fail I want you to call on me, and when you see how sensible my treatment is, try it. Call and see me and let me explain how I cure or, if not, write for free book.

I positively cure every ailment peculiar to men. I do not merely relieve temporarily but cure soundly and permanently. My success in curing is due to the original, distinctive and thorough scientific methods I employ.

GUARANTEE A CURE—I issue a positive guarantee to cure in every case undertaken or money refunded. I want nothing I do not honestly earn, and if I fail to cure you I do not want your money.

LONGEST ESTABLISHED AND MOST SKILLFUL AND SUCCESSFUL SPECIALIST IN AILMENTS OF MEN

Consultation and advice free. If you cannot call at office, write for self-examination blank and book—many cases cured at home. Medicines $1.50 to $6.50 per course.

HOURS 9 A. M. TO 8 P. M. SUNDAYS 10 TO 12.

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NO CURE, NO PAY

OUR EUROPEAN METHODS CURE. $5.00 AND $10.00 IS OUR FEE. FREE X-RAY EXAMINATION.

Diseases of Men and Women

We make no misleading statements or deceptive propositions to the afflicted, neither do we promise to cure them in a few days in order to secure their patronage, but we guarantee a COMPLETE, SAFE and LASTING CURE in the QUICKEST POSSIBLE TIME, without leaving injurious after effects in the system, and the lowest cost possible for HONEST, SKILLFUL AND SUCCESSFUL TREATMENT.

Acute, Chronic and Nervous Diseases, Blood Poison, Nervo-Vital Troubles, Stomach Troubles, All Forms of Skin Diseases, Catarrh of all forms—$5.00 per month; Eczema, Piles cured without the knife; Swollen Glands, Nervousness, Debility, Varicosed Veins, Bladder and Prostatic and Contracted Troubles and all Acute and Chronic Diseases of Men and Women. Skin Diseases a Specialty.

Call today for free X-ray