EXPORT SHIPMENTS ON WATER STRONG

Close of Cereal Year Shows Flour Increases 207,533 Barrels for Season.

COASTWISE CARGOES GAIN

Lumber and Wheat Totals Are Satisfactory With Growth of Domestic Consumption in Immediate Future Uncertain.

EXPORTS FOR CEREAL YEAR ENDING TODAY.

Wheat—6,830,031 bushels, value $5,875,539.

Flour—771,360 barrels, value $3,074,093.

Lumber — 88,224,439 feet, value $969,233.

Lumber shipments coastwise—164,923,690 feet.

Portland's gains in commerce that moved by water during the year that ends today, according to the calendar, but in reality terminated with the last business transacted yesterday, were confined to flour exportation and the combined movement of lumber to foreign and domestic ports.

Flour that was dispatched abroad aggregated 771,360 barrels and that was 207,533 barrels in excess of the business of the business for the season of 1910-11, and 565,500 barrels ahead of the showing for the 1909-10 season. There was a falling off in wheat as compared with the preceding cereal period, but there was an increase of 1,083,906 bushels over the 1909-10 showing.

Lumber Showing Satisfactory.

In export lumber there was a decline over last year, yet the unusual heavy movement to California brought the total to 253,148,129 feet, which was 41,003,771 feet more than moved to all ports by water last season and 39,403155 feet in excess of the amount dispatched during the 1909-10 period. To domestic ports 164,923,690 feet was sent, which gave the year a lead over last season of 56,836,208 feet and over 1909-10 of 62,032,490 feet.

In the wheat column no material setback was experienced, for while there were 522,310 bushels less sent foreign as against last year's business, the gain at that time over the 1909-10 season was 1,606,216 bushels, and for the year ending today there has been a stronger demand from Mexico and a greater home consumption, while the heavy advance in the amount of flour exported more than offsets the difference in wheat.

Limited facilities for reaching the Oriental flour market, the action of the steamship interests in advancing the rate, likewise the other differentials that Portland millers faced in competition with Puget Sound, curtailed the movement of manufactured stuff, also diverted some to the north where it could be moved readily across the Pacific. Therefore, while Portland enjoyed a material growth in flour business the total of 771,360 barrels does not represent what could have been accomplished.

Future In Balance.

The coming year's prospects in that regard are doubtful, owing to the failure so far to decide what sort of facilities will be available to reach the Far Eastern market. The Harriman interests are looked to for a remedy in either operating a line of steamers or entering into an agreement with the Waterhouse fleet to continue, and if a fair schedule is arranged and the Oriental demand again reaches an attractive stage Portland should make heavier gains in mill exports.

During June there was no wheat floated, but one full cargo of flour went out on the Oriental liner Rygja, representing 66,087 barrels, and valued at $264,350, while on the Mandasan Maru, for Dalny, was a shipment of 3800 barrels at $15,268, and on the Lord Derby, for the usual Oriental harbors and Manila, was flour to the amount of 11,317 barrels, worth $45,371.

The three best months in lumber exports were October, with 14,002,822 feet; January, with 12,795,005 feet, and June, with 12,536,032 feet. In coastwise shipments the best month for the year was April, when 15,659,016 feet was floated, and only during one month did the movement fall below 10,000,000 feet, and that was January, when 9,635,000 feet was delivered in California.

In the summary of the Merchants Exchange, issued yesterday, the total wheat output from Portland for the cereal year is placed at 9,793,351 bushels as compared with 11,033,222 bushels last season. To Mexico 109,043 bushels were sent and to California there went 2,982,075 bushels, as against 3,647,370 bushels a year ago.

Puget Sound's total wheat movement was 5,029,566 bushels, Portland leading by 4,763,785 bushels. California drew on Portland for 357,939 barrels of flour, making the total amount floated from here 1,128,920 barrels, while last season the flour shipments to all ports aggregated only 876,274 barrels.

The only wheat moving from Portland during June was to California, which bought 271,994 bushels and in the way of flour the Bear state drew 26,327 barrels during the same period.

DEXTER MATE ON ROSE CITY

Increased Travel Indicated by Number of Reservations.

Charles Dexter, who was skipper of the Port of Portland pilot schooner Joseph Pulitzer for a time, was later on the Government dredge Chinook, and acted as master of her after the resignation of Captain Dunbar, has accepted a billet as third mate of the steamer Rose City and will join her today.

First Officer Robinson and Second Officer Lyon hold their berths, as Dexter was employed through the resignation of the third officer. The Rose City sails tomorrow morning with a full list and gains in travel are shown through the fact that many accommodations have been reserved on the Beaver, which is due tomorrow afternoon.

Hay Crop in Danger.

HARRISBURG, Or., June 29.—(Special.)—The hay crop has been damaged somewhat in this vicinity by aphis. Continued rains have also added to the injury of the crop. Farmers are undecided whether to let their hay stand for the prey of the aphis or cut it to spoil in wet weather.

Finger Is Sawed Off.

HARRISBURG, Or., June 29.—(Special.)—One finger of the right hand is missing today as the result of Ora Bosserman allowing that member to come in contact with the buzzing blade of a wood saw which he was operating.

PORTLAND'S CEREAL EXPORTS FOR 1911-1912 SEASON.

Cleared, vessel, flag, rig, destination:	Wheat, Bushels.	Value.	Flour, Barrels.	Value.
July—				
20—Rygja, Nor. ss., Hongkong	....	....	26,965	$107,862
22—Kumeric, Br. ss., Hongkong	....	....	11,248	44,992
Total for July	....	....	38,213	$152,854
Exports for July, 1910—144,779 bushels of wheat and 26,156 barrels of flour.				
August—				
18—Lucerie, Br. ss., Hongkong		....	28,164	$112,655
Exports, August, 1910—24,073 barrels of flour.				
September—				
16—Collingham, Br. ss., St. Vincent	233,328	$ 200,662	....	....
18—Duguay Trouin, Fr. ss., Hongkong	115,451	103,907	....	....
21—Strathlyon, Br. ss., Hongkong	....	....	34,950	189,800
25—Edouard Detaille, Fr. bk., Q. or F.	112,045	95,238	....	....
27—Hans B., Nor. ss., St. Vincent	214,433	180,123	....	....
28—Ger. bk. Hans, Q. or F.	105,368	90,616	....	....
29—Torrisdale, Br. bk., Q. or F.	133,723	120,000	....	....
29—Bonchamp, Fr. bk., Q. or F.	109,823	93,850	....	....
Total for September	1,024,171	$ 863,896	34,950	$139,800
Exports, September, 1910—112,327 bushels of wheat.				
October—				
2—Orteric—Br. ss., Hongkong	33,332	$ 26,634	45,555	$181,820
3—Alex Isenberg, Ger. sh., Q. or F.	103,449	87,931	....	....
4—Ernest Legouve, Fr. bk., Q. or F.	112,465	98,970	....	....
6—Strathness, Br. ss., Las Palmas	229,761	190,700	....	....
11—Rygja, Nor. ss., Hongkong	....	....	61,540	246,163
16—Isabel Browne, Rus. bk., Q. or F.	75,465	63,000	....	....
20—Heliopolis, Br. ss., St. Vincent	250,000	242,500	....	....
23—Iverna, Br. bk., Q. or F.	136,882	116,350	....	....
26—Barmbek, Ger. bk., Q. or F.	124,388	108,131	....	....
26—Suveric, Br. ss., Manila	....	....	44,903	179,612
Total for October	1,065,742	$ 904,246	151,888	$607,595
Exports for October, 1910—1,173,240 bushels of wheat, 51,173 barrels of flour.				
November—				
2—Robert Dollar, Br. ss., Shanghai	33,333	$ 28,402	18,465	$ 70,167
3—Dione, Ger. sh., Q. or F.	120,529	106,066	....	....
4—Arracan, Br. bk., Q. or F.	132,713	112,805	....	....
7—Harmattan, Br. ss., Dunkirk	164,266	131,226	....	....
11—La Banche, Fr. bk., Q. or F.	117,440	98,824	....	....
27—Kumeric, Br. ss., Manila	....	....	65,633	262,532
28—Joinville, Fr. bk., Q. or F.	109,642	93,196	....	....
Total for November	677,923	$ 570,519	84,498	$332,699
Exports for November, 1910—870,880 bushels of wheat.				
December—				
4—Anna, Ger. bk., Q. or F.	101,433	$ 86,218	....	....
8—Cambrian Chieftain, Br. bk., Q. or F.	77,934	62,347	....	....
11—Jules Gomes, Fr. sh., Q. or F.	122,324	103,000	....	....
11—Celtic King, Br. ss., Dunkirk	159,040	125,842	....	....
12—Thiers, Fr. sh., Q. or F.	119,749	99,393	....	....
12—Duceric, Br. ss., Manila	....	....	57,000	$228,000
14—St. Rogatien, Br. sh., Dublin	79,706	67,750	....	....
15—Invercoe, Br. bk., Q. or F.	87,064	69,650	....	....
18—Bretagne, Fr. bk., Q. or F.	110,296	93,675	....	....
22—Crockodile, Br. bk., Q. or F.	143,038	124,443	....	....
22—Conway Castle, Br. bk., Q. or F.	93,037	79,000	....	....
23—Fitzpatrick, Br. ss., Teneriffe	227,160	190,814	....	....
30—Steinbek, Ger. sh., Q. or F.	137,538	117,000	....	....
Total for December	1,458,229	$1,218,932	57,000	$228,000
Exports for December, 1910—1,537,461 bushels wheat; 113,071 barrels flour.				
January—				
2—Inverlogie, Br. bk., Q. or F.	140,165	$ 119,000	....	....
8—Lydgate, Br. bk., Q. or F.	145,700	123,845	....	....
6—Strathlyon, Br. ss., Shanghai	10,000	9,000	10,000	$ 37,375
10—Sierra Miranda, Nor. sh., Q. or F.	105,710	90,000	....	....
11—Buffon, Fr. bk., Q. or F.	115,734	97,216	....	....
19—Col. V. de Mareuil, Fr. bk., Q. or F.	112,048	94,681	....	....
20—Orteric, Br. ss., Manila	....	....	46,521	186,184
24—Beeswing, Br. bk., Q. or F.	86,978	73,931	....	....
30—Lasbek, Ger. sh., Q. or F.	140,751	120,000	....	....
Total for January	857,086	$ 727,673	56,521	$223,559
Exports for January, 1911—1,289,974 bushels of wheat; 52,611 barrels of flour.				
February—				
3—Marie, Ger. sh., Q. or F.	122,760	108,030	....	....
6—Rygja, Nor. ss., Manila	....	....	18,500	$ 74,000
6—Chas. Gounod, Fr. bk., Q. or F.	111,002	95,460	....	....
7—Rene, Fr. bk., Q. or F.	117,158	99,500	....	....
8—Wm. T. Lewis, Br. bk., Q. or F.	128,350	115,515	....	....
21—Hazel Dollar, Br. ss., Taku Bar	....	....	7,500	26,250
26—Suveric, Br. ss., Manila	....	....	24,478	97,912
28—Port Stanley, Br. bk., Q. or F.	132,850	115,000	....	....
Total for February	612,120	$ 533,505	50,478	$198,162
Exports for February, 1911—894,732 bushels of wheat; 49,736 barrels of flour.				
March—				
1—Purley, Br. ss., Dublin	106,400	$ 91,504	....	....
5—St. Louis, Fr. bk., Q. or F.	100,001	88,002	....	....
9—Jason, Nor. ss., Manzanillo	51,010	46,308	....	....
14—Unkai Maru, Jap. ss., Taku	....	....	42,060	$168,240
15—Pierre Antonine, Fr. bk., Q. or F.	112,546	101,290	....	....
22—Klio, Ger. sh., Q. or F.	97,748	87,973	....	....
25—Thielbek, Ger. bk., Q. or F.	164,653	148,187	....	....
Total for March	632,358	$ 563,264	42,060	$168,240
Exports for March, 1911—729,205 bushels wheat; 98,974 barrels flour.				
April—				
3—Lucerie, Br. ss., Manila	....	....	49,000	$196,000
18—Pierre Loti, Fr. bk., Q. or F.	113,450	$ 102,105	....	....
25—Eugene Schneider, Fr. bk., Q. or F.	111,149	105,592	....	....
27—Jason, ss., Manzanillo	58,033	63,836	....	....
Total for April	282,632	$ 271,533	49,000	$196,000
Exports for April, 1911—377,149 bushels wheat; 23,575 barrels flour.				
May—				
3—Clan Maciver, Br., ss., Hongkong	....	....	60,309	$241,236
5—Duquesne, Fr. bk., Q. or F.	110,061	112,262	....	....
14—L'Hermite, Fr. bk., Dublin	109,709	109,709	....	....
16—Hercules, Nor. ss., Manila	....	....	37,075	148,304
Total for May	219,770	$ 221,971	97,384	$389,540
Exports for May, 1911—222,594 bushels wheat; 105,800 barrels flour.				
June—				
3—Rygja, Nor. ss., Hongkong	....	....	66,087	$264,350
24—Mandasan Maru, Jap. ss., Dalny	....	....	3,800	15,268
25—Lord Derby, Br. ss., Manila	....	....	11,317	45,371
Total for June	....	....	81,204	$324,989

Exports for June, 1911—18,058 barrels of flour valued at $72,233.

1911-12.

Total wheat exported—6,830,031 bushels, valued at $5,875,539.

Total flour exported—771,360 barrels of flour, valued at $3,074,093.

1910-11.

Total wheat exported—7,352,341 bushels, valued at $6,289,610.

Total flour exported—563,827 barrels, valued at $2,256,028.

1909-10.

Total wheat exported—5,746,125 bushels, valued at $5,570,396.

Total flour exported—205,860 barrels, valued at $879,199.

FOREIGN LUMBER SHIPMENTS FROM PORTLAND FOR 1911-1912 SEASON.

Cleared, vessel, flag, rig and destination—	Feet.	Value.
July—		
19—H. Hackfeld, Ger. sh., London	1,807,807	$ 23,501
20—Rygja, Nor. ss., Hongkong	636,246	7,696
22—Kumeric, Br. ss., Hongkong	686,000	6,860
27—Ethelwolf, Br. ss., Delagoa Bay	3,650,200	42,319
August—		
18—Lucerie, Br. ss., Japan	1,317,700	13,177
29—Hercules, Nor. ss., Hongkong	1,308,837	13,087
31—Earl of Forfar, Br. ss., Melbourne	1,330,810	14,858
September—		
6—Koan Maru, Jap. ss., Taku	1,959,332	19,593
21—Strathlyon, Br. ss., Hongkong	170,000	1,700
27—Wakefield, Br. ss., Freemantle	2,046,309	25,071
October—		
2—Orteric, Br. ss., Hongkong	305,000	3,050
6—Strathblane, Br. ss., Port Pirie	3,780,000	38,927
9—Strathspey, Br. ss., Sydney	3,658,482	43,900
11—Rygja, Nor. ss., Hongkong	10,000	100
11—Oswestry, Br. ss., Shanghai	3,145,880	28,764
28—Strathnairn, Br. ss., Calcutta	2,491,460	27,400
28—Suveric, Br. ss., Manila	612,000	6,120
November—		
2—Robert Dollar, Br. ss., Shanghai	1,390,597	16,215
3—Guernsey, Nor. ss., Adelaide	3,424,423	41,088
8—Sehome, Am. sch., Antofagasta	755,339	8,368
11—David Evans, Br. sch., Osaka	977,424	14,815
27—Kumeric, Br. ss., Manila	497,000	4,970
December—		
12—Lucerie, Br. ss., Manila	347,496	4,693
28—Strathearn, Br. ss., Melbourne	3,343,450	88,450
January—		
4—Horneien, Nor. ss., Sydney	3,012,087	33,166
6—Strathlyon, Br. ss., Shanghai	96,000	1,500
18—M. S. Dollar, Br. ss., Shanghai	2,890,240	32,077
19—Riverside, Am. ss., Balboa	1,481,901	15,319
20—Orteric, Br. ss., Manila	230,000	2,900
20—Hercules, Nor. ss., Manila	3,795,960	29,671
29—Puako, Am. bktn., Valparaiso	1,288,817	13,151
February—		
14—Hartington, Br. ss., Adelaide	3,300,000	38,325
21—Hazel Dollar, Br. ss., Shanghai	3,127,133	28,513
26—Suveric, Br. ss., Manila	393,394	4,634
March—		
9—Jason, Nor. ss., Manzanillo	72,258	775
23—Schurbek, Ger. bk., Antofagasta	2,131,729	21,633
26—Riverside, Am. ss., Balboa	180,452	1,805
April—		
3—Lucerie, Br. ss., Manila	791,000	9,510
9—Ikalis, Br. ss., Port Pirie	3,175,000	28,575
12—Inverkip, Br. ss., Adelaide	1,789,543	19,542
17—Strathbeg, Br. ss., Melbourne	1,462,243	15,920
27—Ocean Monarch, Br. ss., Swansea	330,000	4,235
May—		
3—Clan Maciver, Br. ss., Hongkong	100,010	100
7—Crown of India, Br. ss., Cape Town	1,751,437	31,265
10—Reinbek, Ger. bk., London	2,346,547	32,805
16—Hercules, Nor. ss., Manila	690,598	6,896
17—Europa Maru, Jap. ss., Hankow	1,640,266	16,405
June—		
7—Verona, Ger. ss., Shanghai	2,300,000	23,200
10—Strathallan, Br. ss., Melbourne	1,357,635	17,649
15—M. S. Dollar, Br. ss., Manila	2,740,883	25,203
24—Opland, Nor. ss., Tsingtau	790,893	7,910
24—Mandasan Maru, Jap. ss., Dalny	2,354,765	32,935
25—Lord Derby, Br. ss., Manila	1,381,856	13,252
27—Unkai Maru, Jap. ss., Taku Bar	1,610,000	16,100

LUMBER EXPORTS BY MONTHS.

	1911-12 Feet.	1911-12 Value	1910-11 Feet.	1910-11 Value.	1909-10 Feet.	1909-10 Value.
July	6,780,253	$ 80,376	12,520,032	$ 152,618	13,945,367	$ 126,181
August	3,957,347	41,122	20,436,090	212,703	....	....
September	4,175,641	46,364	12,950,106	156,923	5,965,627	51,,726
October	14,002,822	148,261	12,511,476	132,114	9,820,618	109,285
November	7,004,783	84,956	4,472,931	59,629	8,887,247	89,533
December	3,690,946	43,143	7,124,131	146,401	10,593,899	121,247
January	12,795,005	127,784	150,000	1,500	2,268,266	25,152
February	6,520,527	71,492	5,475,974	74,521	16,598,565	189,383
March	2,384,439	24,233	4,239,459	45,891	15,015,823	185,637
April	7,547,786	77,782	7,837,958	77,535	7,057,387	94,866
May	6,528,858	87,471	7,334,012	83,277	7,160,596	97,394
June	12,536,032	136,249	9,504,707	106,242	14,537,187	177,641
Totals	88,244,439	$969,233	104,056,876	$1,249,354	110,853,764	$1,258,682

COASTWISE LUMBER SHIPMENTS.

	1911-12. Feet.	1910-11. Feet.	1909-10. Feet.
July	11,283,000	10,751,000	8,344,000
August	13,886,422	7,603,000	8,620,000
September	11,580,252	7,603,000	9,255,000
October	12,350,000	7,760,000	8,614,000
November	12,045,000	13,334,000	7,582,000
December	12,895,000	7,400,000	7,074,000
January	9,635,000	7,450,000	7,050,000
February	10,907,000	3,425,000	6,790,000
March	14,680,000	10,606,842	8,465,000
April	15,659,018	8,280,113	9,829,000
May	15,273,000	8,736,000	9,147,000
June	13,200,000	12,249,527	12,121,000
Totals	164,923,690	108,087,482	102,891,200

5 COASTERS SAILING

Columbia River Rendezvous for Well-Known Craft.

FLEET HEADED THIS WAY

Steamer Roanoke Is Only Arrival in San Francisco From North—High Grain Charter Record Out. Bay City Marine News.

SAN FRANCISCO, June 29.—(Special.)—Five well-known coasters sailed for th Columbia River today—the steamers Bear, Willamette, Northland, F. H. Legett and Quinault.

The only arrival from the Columbia was the steamer Roanoke.

The Pacific Mail liner City of Para sailed for Balboa and the City of Panama arrived from the same port. The American-Hawaiian liner Alaskan arrived from Salina Cruz and the Matson liner Helonian arrived from Honolulu.

The record for high grain charters this season was made yesterday, when Kerr, Gifford & Co. took the British bark Killarney for wheat from Portland or Tacoma to the United Kingdom at 40s. The vessel is a small handy one of but 1356 tons, however, which makes her entitled to a slightly higher rate than the ordinary. The Danish steamer Arabian has been placed on the berth at European ports for this coast by Parrott & Co., agents for the East Asiatic Line of Denmark. She will load in August at Antwerp and Copenhagen for San Francisco, being substituted for the steamer Lituana, which has been too badly damaged to load. The Arabian is a large tramp of 3004 tons net register.

The steamer Gamble, 93 days out from Algoa Bay, for Port Gamble, arrived at Honolulu last night, short of provisions.

ONEONTA TO BE INSPECTED

Tug May Have Considerable Work Done While Here.

Probably the most minute examination the Port of Portland tug Oneonta has been subjected to since her completion two years ago will take place Tuesday at the public drydock, as she has been ordered up from Astoria at once. The vessel is due for her annual overhauling and in order that there shall be no oversight in keeping her in condition and her equipment in working order, United States Inspectors Edwards and Fuller have been asked to be present.

Manager Talbot, of the Port of Portland, will leave tonight for Seattle to confer with officials of the Chicago, Milwaukee & St. Paul line regarding the sale of the tug Wallula, which the railroad interests desire to use for towing on Puget Sound. He expects to return Tuesday in time for the inspection of the Oneonta. If the Wallula is sold another tug will be chartered until a new one can be contracted for.

MAPLE LEAF FLEET TO GROW

Line Contemplates Sending Steamers on Monthly Schedule.

Plans are under consideration by officials of the Maple Leaf line, which operates from Europe to New York, then to Vancouver, B. C., and back by way of Portland and San Francisco, to increase the service so Portland will have 12 steamers a year instead of nine. It is said the question of pilotage is the one drawback, as the company estimates that $300 is spent on each vessel for that purpose every voyage here and going to and from the northern port the toll is much less.

The Port of Portland Commission has a proviso inserted in its pilotage tariff that a reduction of 25 per cent will be made to lines operating 12 or more steamers from Portland to foreign ports annually and the Maple Leaf could take advantage of that. It is expected that the question will be talked over at the July meeting of the Port and some inducement may be offered.

MARYLAND'S TAR GETS BATH

"Man Overboard" Alarm on Run to Tacoma Is Far From Drill.

Fate prevented men of the Oregon Naval Militia from participating in a genuine "man overboard" stunt on the cruiser Maryland, for while the big vessel was on the way from the Columbia River to Tacoma one of the tars fell from the rail and though but two buoys are dropped in a drill, such as the Oregon men had at sea, in that case four buoys were let go and the port and starboard lifeboats lowered.

It is reported from Tacoma that the man was back on the ship again in five minutes from the time he fell, which is three minutes less than was required when the drill was held to get both boats again in the davits. The Maryland was making 10 knots at the time, but her headway is easily checked by her powerful engines when full speed astern is ordered.

HOWARD HERE FOR REPAIRS

Other Work at Supple's Yards Is Progressing.

To have her machinery overhauled, deck caulked and recanvased and considerable minor work done, the steamer Major Guy Howard, of the United States Quartermaster Department, arrived at Supple's yards from Astoria yesterday and will remain about two weeks.

The tug Geo. H. Mendell, of the fleet controlled by the Corps of Engineers, U. S. A., which was completed at Supple's early in the month, has been delivered to Major McIndoe and is at the Government moorings. The lower house of the steamer Grahamona, of the Yellow Stack fleet, has been completed and the upper cabin is in course of construction. The gasoline schooner Tillamook, which is undergoing repairs there as a result of having been struck by the tug Samson, is expected to leave the yards this week.

Marine Notes.

To load a full cargo of lumber the steamer Yellowstone went to Rainier last night.

Having finished loading parcels of lumber at Kalama the Japanese steamer Unkai Maru will shift to Rainier this afternoon and work the last of her load for the Orient.

Last of the lumber intended for Valparaiso delivery aboard the schooner H. K. Hall was loaded yesterday at Westport and she will leave for sea tomorrow or Tuesday.

Chief Engineer G. B. Hegardt, of the Commission of Public Docks, and others of his department made an inspection of the harbor yesterday in the harbor patrol launch.

It is expected that the French bark Bossuet will finish loading lumber at Prescott today and shift to Westport to complete her cargo.

Last of the coasters to clear with lumber for the fiscal year was the steamer Carlos, which will carry 650,000 feet to San Francisco.

In two weeks it is hoped to have the new steamer M. F. Henderson, of the Shaver fleet, ready for service. The boiler has been placed and connections are being made.

Hereafter the Custom-House will close Saturday afternoons until October. It is provided that the attaches have a half holiday each week during July, August and September.

Inspector Beck, of the Seventeenth Lighthouse district, has returned from the north after having inspected four stations on Puget Sound and the repairs made to the tender Manzanita at Winslow, Wash.

Dock workers cleared away sediment from the lower deck of Ainsworth dock yesterday and by tomorrow it is hoped to resume using it for cargo. The Willamette is falling slowly but in another week all lower docks will probably be clear.

Captain E. M. Trott, inspector-general of the Bureau of Lighthouses, who has been in Alaska, will proceed to San Francisco and relieve Lieutenant-Commander Moffat, in charge of the Sixteenth Lighthouse district, who will return to active service in the Navy.

It is reported that the British bark Killarney, which was chartered Friday, secured a rate of 40 shillings for wheat. The British bark Altair was chartered yesterday by the Portland Flouring Mills Company. There are 13 vessels listed for new crop loading at the Merchants Exchange.

Movements of Vessels.

PORTLAND, June 29.—Arrived—Steamer Oleum, from Port San Luis. Sailed—Steamer Daisy Freeman, for San Pedro.

Astoria, June 29.—Sailed at 7 A. M.—Steamer Rosecrans, for Monterey. Arrived at 11 A. M. and left up at 12:30 P. M.—Steamer Oleum, from Port San Luis.

San Francisco, June 29.—Sailed at 2 A. M.—Steamer F. H. Leggett, for Portland. Sailed at 10 A. M.—Steamer Quinault, for Portland. Arrived at noon—Steamer Roanoke, from Portland. Sailed at 3 P. M.—Steamer Beaver, for Portland.

Eureka, June 29.—Sailed at noon—Steamer Alliance, for Portland.

Bandon, June 28.—Sailed—Gasoline schooner Anvil, for Portland.

Raymond, June 28.—Arrived—Steamer Graywood, from Portland.

Seattle, June 29.—Arrived—Steamers Alki, from Southeastern Alaska; Mackinaw, from Tacoma; Mariposa, from Southwestern Alaska; Yosemite, from Everett. Sailed—Steamers Alki, for Tacoma; Jeanie, for Southeastern Alaska.

Los Angeles, June 29.—Arrived—Klamath, from Portland; Mandalay, from Crescent City. Sailed—Chehalis, for Grays Harbor; Doris, for Willapa Harbor; Coronado, for Grays Harbor; Raymond, for Willapa Harbor; King Cyrus, for Columbia River; Klamath, for San Diego.

San Francisco, June 29.—Arrived—Steamers City of Panama, from Ancon; Col. E. L. Drake, from Vancouver; J. B. Stetson, from Grays Harbor; Roanoke, from Portland; schooner Esther Buhne, Coquille River; Ruby, Willapa. Sailed—Steamers City of Para, for Ancon; Francis H. Leggett, Quinault, for Astoria; Governor, Atlas, barge 93, for Seattle; schooner Meteor, for Grays Harbor; yacht Venetia, for Seattle.

Tacoma, Wash., June 29.—Arrived—Mexico Maru, from Orient; steamer Alki, from Alaska; barkentine James Tuft, from San Francisco; U. S. S. Oregon, from Bremerton.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., smooth; wind northwest, 30 miles; weather, clear.

Tides at Astoria Sunday.

High.		Low.	
0:41 A. M.	8.6 feet	7:53 A. M.	—0.8 feet
2:18 P. M.	6.8 feet	7:47 P. M.	4.2 feet

WILL PROVIDES COMMUNE

Woman's Request Creates New Question in French Courts.

PARIS, June 29.—(Special.)—An interesting case is at present taxing the ingenuity of the French high courts—"Can a new commune be founded by will?" The facts are as follows: Mlle. Dupont, an inhabitant of Villeneuve-la-Garenne, a hamlet forming a part of the commune of Gennevilliers, near Paris, bequeathed to the village $20,000 and a considerable estate with the express proviso that the other divisions of the commune were excluded from participating. Not less expressly the will stipulates that the bequest is to be applied to the establishment of an official residence for the mayor on the estate, and of the various offices of the commune, and furnishing the "mairie" and the offices for use.

The problem at issue is novel. Is the "mairie" of Gennevilliers to be transformed to the village, or is a new commune to be created by giving the village this official title, or is the knot to be cut by declaring the will null and void?

KINEMACOLOR ARTIST HERE FROM ENGLAND

A. G. Gosden, Who Took Famous Durbar Pictures, Is En Route From California to Yellowstone to Make Pictures.

A. G. GOSDEN, a modest Englishman, who is now in Portland, led the host of operators who went as the guests of the King of England to India to perpetuate the ceremonies of the great Durbar in Kinemacolor (natural color), which will be shown at the Heilig Theater every afternoon and evening this week, beginning today.

Mr. Gosden is on his way to Yellowstone National Park to transfer the glories of the scenic wonders of that famous place to the Kinemacolor film, that Europe may see just how America appears in colors true to nature.

The Durbar, Mr. Gosden declares, was the largest commission ever received by a moving-picture concern. A total of 60,000 feet of negative film was exposed, from which was selected some 14,000 feet, when properly connected, gives a complete view of the entire Durbar ceremony, including the arrival of the party at Bombay.

"We had eight operators at work at Delhi, where the coronation occurred," said Mr. Gosden. "The making of pictures began several days before the Durbar ceremony. We made the round of various camps, including the Governors of the various provinces, the native ruling princes, the visitors, the native army, the British army in India. We also went to the elephant stockade and turned the camera on the big 'India taxicabs,' as they are christened, obtaining some intimate views of the daily routine of an elephant's life.

"In making arrangements for pictures of the ceremonials, it was found that the route which had been selected would not give us a good view of the King and Queen. As an instance of King George's democratic methods, he promptly ordered the route changed when the matter was put up to him, and a detour was made so that the entire pagenant would pass in a spot most favorable to the Kinemacolor cameras. Several times during the course of the ceremony the King and Queen passed within a few feet of the camera.

"Next to the coronation ceremony itself, the review of 50,000 British and Indian troops by King George was the chief spectacle. These troops were the pick of the two armies in India, including every branch of the service, and the parade was a magnificent affair.

"The pictures were made and developed each day right in camp. The government had provided every facility for our accommodation, our quarters being in the American and European Press Camp, and we worked with everything at hand which we could have had in England or America. When we returned to England the Durbar pictures were first shown in private to the King and he was delighted.

A. G. Gosden, Who Took Kinemacolor Pictures of Durbar.

"For the past three months I have been in America, photographing its beauty spots, and have finished all of California, including Catalina and Yosemite, and while in Los Angeles caught the Shriners' ceremonies, which films, I understand, will be shown next week in Portland in connection with the Durbar performance. The beauty of the Grand Canyon is now also engrossed on the Kinemacolor film and I am now on the way to Yellowstone, where my people in New York have secured from the Government a permit to work in the park, and, with the aid of another camera man, we expect to be busy there five weeks.

"Of American subjects that I have photographed I think Niagara Falls is the most beautiful so far. This, I believe, will also be exhibited at the Heilig.

"Kinemacolor is fast supplanting the ordinary Bioscope (black and white pictures), because our subjects are photographed true to nature."

BAND SCORES SUCESS

TOLEDO ORGANIZATION GIVES THREE CONCERTS.

Amateur Musicians Are Employed in Factory of Willys-Overland Company.

Three concerts were given in this city yesterday by the Overland Band from Toledo, Ohio, on its vacation trip, and the net result was a unique, original and pleasurable musical experience.

"We are here for an outing," said one of the bandmen. "We are just amateur musicians who play for the love of music. Our boss foots the bill, and our pay on this trip goes on just as if we were working in the factory. Our boss is a good one, and we don't want to lose him."

Musically speaking, the Overland Band, composed of about 40 players, under the efficient leadership of Gustav Keohler, is a good one en tour. The musicians play with a splendid enthusiasm, an obedience to discipline and fine attention to the niceties of light and shade that make up very satisfactory ensemble. In every-day life they are highly-paid mechanics in the factories of the Willys-Overland Company, automobiles, Toledo, Ohio, and through the generosity and public spirit of their "boss," John L. Willys, who paid for the musical instruments used in the band, hired the leader and willingly continues as the "angel" of the band, they are enabled to show what American mechanics can do with their spare time. They have baseball, basketball, bowling and football teams at home, and are said to be winners in these departments, all more or less helped by the presence and hearty good will of the "boss." Now, the boys appear on tour as a band organization, and win. They do themselves and the folks "way back" in Ohio proud.

Getting down to exact musical measurements, the Overland Band isn't to be mentioned in the same breath with the eminent bands of Sousa, Ellery or Creatore, and it lacks the sweep and fire of the Latins—the boys do not make any claim of the kind. They keep in their own place as a high-class, well-trained amateur band organization on tour.

They won three audiences yesterday. At the opening concert at the City Park the audience numbered about 1000. The selections consisted of such numbers as "Light Cavalry" overture (Suppe), "Fairie's Greeting" (Heed), excerpts from Balfe's "Bohemian Girl," "Lustspiel" comedy overture (Keber Bala), selections from "Maritana" (Wallace) and popular music generally. Concerts were given at the Multnomah Hotel and on the plaza block in front of the County Courthouse, to the great delight of attending crowds. The applause was hearty and encores many.

It is interesting to know that the band is one of many nationalities, and that there are men in it from England, Scotland, Ireland, Wales, Germany, France, Hungary and Russia—in addition to native-born Americans. The Overland Band will leave today for Salt Lake City.

FATAL BULLET MARKED

French Scientist Finds New Method to Capture Criminals.

PARIS, June 29. — (Special.) — The French scientists maintain their reputation as the most progressive experts in criminology. The system of M. Bertillon is known throughout the civilized world. Again, recently, at the Paris Congress of Legal Medicine, Dr. Balthazard communicated a discovery which will render the chances of escape of the miscreant who uses firearms problematic indeed.

By the use of microscopic photography the doctor has established that a rifled barrel marks the bullet in a way that is unique for each individual weapon. The hammer also strikes the percussion cap in one perfectly distinctive place. Thus the criminal expert will obtain circumstantial evidence of the strongest nature that a given bullet was shot from a given firearm. Already the method has been put into practice, and as a result a man named Houzard has been condemned for murder at Tours.

Sir William Maxwell Aitken, one of the new members of the House of Commons, though many times a millionaire, began life selling life insurance.

"GARDEN OF EDEN" MAY BE RESTORED

Prominent Englishman Sure Site on Tigris Delta Is Biblical One.

HOPE IS TO RECLAIM IT

Sir William Willcocks Investigates and Discovers Ancient System Used in Making Land One of Vast Richness.

LONDON, June 29.—(Special.)—The vast tract of land forming the delta of the Euphrates and the Tigris, described by Sir William Willcocks as "The Garden of Eden," may be reclaimed. This at least is the scheme which the famous Mesopotamian explorer has submitted to the Turkish Government, and which he recently explained at a meeting of the Royal Geographical Society, held under the presidency of Lord Curzon.

The theory is that the site of the garden was devastated by "the dragon of the Euphrates." If, therefore, the Euphrates and the Tigris can be mastered by dike and barrage, it is held that the garden can be restored into a place of fruit and flowers and rich crops.

"Every part of the Euphrates Delta, from Hitt to the Persian Gulf," said Sir William Willcocks, "has been called Eden—that is, the cultivated and irrigated plain, as distinct from the unirrigable plain. The Garden of Eden of our own Biblical tradition lay, I believe, on the Upper Euphrates, between Anak and Hitt. The Garden of Eden of the people of Sumer and Akkad lay, probably, just north of Ur, of the Chaldees."

Idea Is Explained.

At any rate, Sir William Willcocks maintains that the Euphrates-Tigris delta can be reclaimed. "If we wish to reclaim Babylonia without tens of thousands of captives weeping by its waters, we must provide the Euphrates certainly and, if possible, the Tigris, with efficient escapes. The Euphrates can be mastered thus. The ancients controlled it by an escape into a depression 500 square miles in extent and 50 feet deep, northwest of Kerbela. A belt of shells gave me the clew, and I rediscovered it, and now the Habbania escape, under construction, has been designed to carry the excess waters of the Euphrates into it again.

"The Tigris is a more difficult problem. Provisionally I have suggested to the Turkish Government to sacrifice the left bank of the river to the floods and to create a massive canal and dike along the right bank. On the other hand, an escape could be constructed. If we could overcome the objections of the Shammar Arabs, we could utilize a salt-pan southwest of Samara, in which, as we have discovered, the River Harthar terminates. We should have to raise the level of the Tigris in flood by eight meters, and the two barrages and canal needed would cost $30,000,000.

Return Would Be Large.

"But there would be a splendid return. The value of every acre of land in the delta would be doubled: it would be a godsend to Baghdad, and allow the Baghdad railway to traverse the cultivated land instead of the desert. The delta of the two rivers would be richer than the delta of the Nile and a safer place for the investment of capital. Indeed, I should say that, as the Egyptians are so eager to return to the protection of Turkey, England would make a good financial bargain to exchange Egypt for Babylonia.

"The first direct irrigation works to be carried out will be the Feluja and Hindie Barrages on the Euphrates and the canals and drains dependent on them. On the Tigris the canals to irrigate the country northwest of Baghdad will be taken off above the proposed barrages near Nimrod's Dam, which are, I hope, to provide the escape into the Tarthar depression. The second barrage on the Tigris will be made at Koot, to convert the Hai branch of the river into a permanent canal. Farther down, at the junction, regulating works, dikes and canals are proposed to reclaim the land from Basra to Khor Abdalla."

Sir William Willcocks pointed out that various ruined dams could be reconstructed, and that once flood protection was secured silt prevention would present another problem. The two rivers in flood carry five times as much deposit as the Nile. "On the subject of navigation," he added, "I hold that the water should be monopolized for irrigation, and railway transport should be substituted for navigation."

MOROCCO REVOLT SERIOUS

Arabs Refuse to Bow to Authority of French Nation.

MOGADOR, June 29.—(Special.)—The Nationalist movement, originating in the Southern Provinces, and headed by Mulai Hamed el Haiba, is daily assuming a more serious character. The reported abdication of Mulai Hafid has given a powerful stimulus to El Haiba's enterprise, and it seems that all the Atlas chieftains have now sided with the "Pretender."

An influential supporter of his said: "We recognize that France has secured control of the seaports at present open to foreign trade and the seven-mile zone defined in the Algeciras convention, but we deny the right of any foreign power to control the interior of our country. On this issue we shall fight. No Sultan imposed on us by a European nation will be recognized by the people of Morocco. If you can do it you may massacre our men, women and children, but we will never willingly submit to foreign control."

The Pretender is described as a man of middle height, with a light brown complexion, slightly bronzed by an outdoor life; large and expressive eyes, and a firm, not unpleasing mouth—altogether a typical Arab of the purest breed. An enthusiastic friend of his says that he is now 31 or 32 years of age, and that he has latterly grown rather stout, which is the way of most Moorish "personages."

Save for headgear, consisting of an exceptionally high "tarboosh" and turban, his garb is simple but of the best material; a dark blue kaftan, with silk-embroidered patterns, for indoor use, this being hidden by a blue haik when "His Majesty" rides or walks abroad. His food is the same as that of the poorest dependent, being mainly confined to dates and camel's milk. He is well versed in Moslem literature, follows devoutly the precepts of the Koran to the letter and leads much the same sort of life as did the early disciples of Mohammed.