Channel 300 Feet Wide Proposed in Report.

TO CLOSE SLOUGH

Site for Public Dock Should Be Donated by Interests to Benefit by Improvement, Says Findings.

HARBOR PROJECT RECOM-MENDATIONS.

Recommendations of engineer on North Portland harbor proj-First-Channel 300 feet wide and 25 or 30 feet deep from mouth of Willamette to upper

end of Monarch mill dock. Second-Completion of dam across upper end of slough to create still-water basin. Third-Donation of site for public dock by interests bene-

......

fited by improvement.

complete survey of North Port land harbor, otherwise known as Ore-gon Slough, ordered by the Port of Portland commission to determine its policy in regard to opening that waterway to navigation, has been com-pleted by H. L. Gilbert, project en-gineer, and will be submitted to the

gineers.

was started in 1892 and completed in D. A. D. G. 76 OUTSIDE RIVER 1992. This work consisted merely of closing the upper end of the slough by a pile brush and dike.

company's dock. This will provide deep water access to all of the saw-TACOMA, Wash, Nov. 13.—(Special,)—Captain W. Frank Andrews, widely known among Pacific coast and water at all ordinary stages of the river, case of maintenance of full depth of harbor for the entire width in case of intensive development of the harbor on both sides of the slough, and finally, less cost of construction.

Closed Channel Not Important.

"The disadvantage of the closed channel project involving shutting off the land fronting on the slough above the highway bridge seems of little importance, in view of the fact har avigation by river steamers on in available and the result in available of the fact har avigation by river steamers on in available of the stage of

Captain Andrews is one of the ofchannel project involving shutting
off the land fronting on the slough
goff the land fronting on the slough
in part of the slough is now impossible on account of bridges, and there
seems to be no prospect of development of this property for many years
to come.

"Underlying the question of making any improvement in the slough
by the port is the consideration of
comparative cost of lighterage by
lightering by use of barges to be
furnished by the port.

Establishment of harbor lines should

Captain Andrews is one of the officials of the International Stevedore
company and a retired shipmater.
He aiways has taken a keen interest
in naval affairs and was in command
of the Washington naval militia for
years until pressure of business forced
ship and there
we denseadly night or Thursday mornling to initiate the resumption of the
American - Hawaiian coast - to - coast
freight from New York for Portland
discharge, according to the Columbiapacific Shipping company.

ASTORIA, Or. Nov. 13.—(Special.)—The
port of Coos Bay suction dredge was
above the highway bridge seems of
little importance, in view of the fact
that navigation by river steamers on
this part of the slough in naval affairs and was in command
of the Washington naval militia for
years until pressure of business forced
ship and of the Washington naval militia for
years until pressure of business forced
ship and of the Rruse & Banks
shipyard ways in the presence of a large
of clitizens and officials. The
the aiways has taken a keen interest
in naval affairs and was in command
of the Washington naval militia for
years until pressure of business forced
ship in avail affairs and was in command
of the Washington naval militia for
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summel of the slough in avail affairs and was in command
of the aiways has taken a keen interest
in naval affairs and was in command
of the washington
the aiways has taken a keen interest
in naval affa

ing any improvement in the slough by the port is the consideration of comparative cost of lighterage by lightering by use of barges to be furnished by the port.

Establishment of harbor lines should

be done as part of a plan of general future development of North Portland, extending from the highway bridge to the lower end of Oregon slough. It would be necessary to permit use of space outside of harbor lines for log booming purposes where such operations would not interfere with

Dock Site Should Be Donated. "A site for a public dock on the slough should be donated by the inproposed development. This should be accessible by rail connec-tion and paved road and right of way should be given for same. There are two available sites for such a dock below the railroad bridge—one the old shipyard, the other a tract just

Port Calendar.

| | e at Portland. |
|--------------------|----------------------|
| Venset- | From Date. |
| Str. D. A. D. G. 7 | 6. Falmouth Nov |
| Str. D. Freeman. | Sun Fran New |
| Sch Metcor | San Fran Now |
| Str. Edna | San Fran Nov |
| Sie City of Tone | Ch. S. F. & Wate Man |
| Str Alaska | San Fran Mow |
| | |
| Str. West Apaum | Haltimore Nov |
| Str. Hawaiian | N. I Scattle. Nav |
| Str. Eelbeck | Phil and N.Y. Nov. |
| Str. Oregonian | New York Nov. |
| Str. Bearport | Boston Nov. |
| Str. West Ingui. | n. Gibraltar Nov. |
| cow Lake Filbert | Valparaina Non |
| Ser Abercos | Orient Nov. |
| Str. Cane Henry. | Dalillimore Nov. |
| Str. Moerdyn | Antwerp Now |
| Str. Eldorado | New Orleans Nov |
| Str. Oregonian | New York Dec. |
| | From Portland. |
| Vessel- | For Date |

Vessel—For Date.

Str. West Nivaria Orient Nov. 14

Str. Melyo Maru Japan Nov. 15

Str. Rose City San Fran Nov. 16

Str. Kiamath San Fran Nov. 16

Str. Montague Orient Nov. 18

Str. Hawaiian New York Nov. 23 Berth. Standard Oil dock.

El Segundo...
Haleakaia ...
Klamath ...
Montague ...
Meiyo Maru ... Standard Oil doe
Inman Poulsen m
St. Helens.
Terminal No. 4.
Terminal No. 4.
Drydeck.
Ainsworth deck.
Terminal No. 4. below the Western Spar company's plant, on land owned by the Penin-sula Industrial company. Such dock would be intended for use by all of the industries other than the wood

"In addition to the foregoing, the on addition to the foregoing, the port should receive assurance that construction of facilities for shipping will be undertaken promptly and that the beneficial use of the ship channel by these industries will be made on a scale of sufficient magnitude to justify the expense to be made by the port."

TACOMA LISTS TWO CARRIERS

Elkton and Brave Coeur Are to Load Soon for Europe.

TACOMA, Wash., Nov. 13,-(Special.)-Two big carriers due in Tacoma within the next few days to load for Europe are the Elkton and Brave Coeur. The Elkton is taking the place of the steamer Havilah, while the Brave Coeur is on her way while the Brave Coeur is on her way from San Francisco to load ties at the Tidewater and other mills. They are expected tomorrow or Monday. The Elkton is now down sound. She will load at the Milwaukee elevators here. The Brave Coeur is commanded by Captain Dyke, who formerly lived in Tacoma. The vessel is operated by Struthers & Dixon, and has been in the oriental trade for some time. She arrived at San for some time. She arrived at San Francisco from Manila recently. The shifting about of the shipping

board vessels keeps marine men guessing. It was first reported that the Edmore will take the place of the Havilah. The Edmore will load flour, but the mill where she will be sent has not been determined. The Diablo, which may load in Tacoma, is due on the sound, Captain S. Swift of the shipping board said.

TACOMA WATCHES RATE CASE Secretary Will-Attend Hearing on

Spokane Issue at Washington. TACOMA, Wash., Nov. 13 .- (Spe-

British Steamer Reported Chartered China.

Pacific Shipping company, which represents the line here. A substan-Pacific tial booking of freight has been made from Portland on the Hawalian for her return trip to the Atlantic coast. The second vessel of the American-Hawaiian fleet to come here will be the steamer Oregonian, due about

a strong southeaster off the straits of Magellan.

was completed here by the Coast Shippul Goat a Portland. SAN PEDRO. Cal., Nov. 13.—(Special.) SAN PEDRO. Cal. San Pedro. Call policy and the political policy and the policy and the policy and the policy and th Shipbuilding company from a ship-

Pacific Coast Shipping Notes.

pleted by H. L. Gilbert, project engineer, and will be submitted to the port commission at its next meeting. The report deals in detail with the history and present physical properties of the waterway, and concludes with recommendations to the commission. Whether or not the commission will approve the plan of improvement favored by the engineer will be determined at the next meeting of the port body.

Because of the present depleted state of the port treasury, it is a foregone conclusion that no improvement staken immediately, though arrangements may be made for a sharing of the expense by the industries to be benefited by the improvement and the United States war department, which centrols the work of the army engineers.

Brief History of Project.

From the report of Engineer Gilbert, it appears that the first project for the improvement of this waterway was started in 1892 and completed in 1892. The Act of the project of the improvement of this waterway was started in 1892 and completed in 1892. The Case involves the effort of Spotal Plant of the project.

TACOMA, Wash., Nov. 13.—(Special.)—The load a little more than 1,000,000 feet of tits hearing of the hearing of the the hearing on the interstate commerce commission to the commission the interstate commerce commission of the large norm the interstate commerce commission of the hearing of the thearing of the thearing of the treasury. It is a foregone conclusion that no improvement of the hough arrangements which is a foregone conclusion that no improvement of the case involves the effort of Spotant of the east than on through shipments to the coast cities. The lower rates that no introly shipments to the coast cities. The lower rates that no introly shipments to the coast cities. The lower rates that no introly shipments to the coast cities. The lower rates that he report of the swinch of the project.

From the report of Engineer Gilbert of the project.

From the report of Engineer Gilbert of the project of the swinch of the project of the project.

From th day arrival.

The Cross Keys, of the Pacific Steamship company line, will be due here to-morrow to load 200,000 feet of lumber for

by a pile brush and dike.

During 1913 and 1914, a dredge cut was made in the Oregon Slough 200 feet wide and 20 feet deep at low water the Union Meat company's plant. This channel 300 feet wide by maker the zero stage of low water to 28 per cent of the Oclumbia river at the zero stage of low water to 28 per cent of the Columbia river at the zero stage of low water to 28 per cent of the total flow of the Columbia river at the zero stage of low water to 28 per cent of the total flow for the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the Panama canal about a month ago for repairs it was stated by a representative of the represent

GRAYS HARBOR, Wash., Nov. 13.-

SHIPPING BOARD FREIGHTER PROVES WORTH ON 22,000-MILE VOYAGE,

STEAMER PALLAS.

The 7500-ton steamer Pallas, which called here recently to take a shipment of 1500 tons of flour from Port-

land to Brazilian ports, was conspicuous during her stay here for her fresh, neat appearance, in spite of the fact that she had just completed a voyage to the bottom of the world and back, completely girdling the continent of South America. She is one of three shipping board freighters operated by Swayne & Hoyt of San Francisco in their Pacific-Argentine-Brazil line, and was the first of the fleet to come here.

The photograph is one of a set taken by Captain K. A. Ahlin, master of the vessel, and shows her buffeting

Francisco.

The steam schooner Ryder Hanify is en route from San Francisco towing the schooner Meteor. The latter is to load iumber on the Columbia river, but the Hanify will proceed north.

Bringing a cargo of fuel oil for Portland, the tank steamer Wm. F. Herrin arrived this afternoon from California. The steamer Wellingford arrived today from San Francisco and goes to Portland. The barkentine James Tuft, inden with lumber from Portland, sailed at 10:15 today for Australia.

A wireless message received by the pilots this afternoon gaid the British steamer D. A. D. G. 76, will arrive off the mouth of the river early tonight. The steamer company to load at Portland.

Shipbuilding company from a ship
SAN PEDRO. Cal., Nov. 13.—(Special.)

the Far East.

SAN PEDRO, Cal., Nov. 13.—(Special.)

SEATTLE, Wash., Nov. 13 .- (Special)-

SEATTLE, Wash, Nov. 13.—(Special)—

Efforts to establish uniform port terms and charges at the larger Pacific ports are being made by President T. S. Lippey of the port of Seattle.

A communication asking co-operation in the matter has been sent to the various ports concerned according to G. F. Nicholsports can be according to G. F. Nicholsports concerned according to G. F. Nicholsports can be port to the port to get a concerned according to G. F. Nicholsports concerned according to G. F

ASTORIA, Nov. 18.—Arrived, at 6 and left up at 8:15 A. M., Rose City from San Francisco; left up at 8:40 A. M., power rechooner Gragon. Sailed, at 10:15 A. M., barkentine James Tuft for Adelaide. Arrived at 11:35 A. M. and left up at 1 P. M., Wallingford from San Francisco; at 1:15 P. M., barkentine Hawaii from Honoluiu; at 2 and left up at 3:20 P. M., W. F. Herr.n from Monterey.

SAN FRANCISCO, Nov. 13.—Arrived, at 10 A. M., City of Topeka from Portland via Coos Bay and Eureka. CRISTOBAL, Nov. 12.—Sailed, Florence Olson from Columbia river for Santo De-

SAN FRANCISCO, Nov. 12.—Sailed, at 5 P. M., Edna for Portland; Steelmaker from Astoria for New York.

burn Trading company on Rogue river.

ASTORIA, Or., Nov. 13.—(Special.)—
The barkentine Hawaii arrived at 12:40 this afternoon from Honolulu and will load lumber at the Inman-Poulsen mill.

The schooner Oregon, which arrived a couple of days ago from Nehalem bay, left at 3:30 this morning for Portland. She is to go on a drydock for repairs, as a result of running aground at Wheeler.

Bringing freight and passengers for Astoria and Portland, the steamer Rose City

Sailed—Governor, for San Pedro via San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

TACOMA, Nov. 12.—Arrived—Saginaw, form San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

TACOMA, Nov. 12.—Arrived—Saginaw, form San Pedro; Baginaw, for San Maru, from Vancouver, B. C.

Sailed—Governor, for San Pedro via San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

Saled—Governor, for San Pedro via San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

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Saled—Governor, for San Pedro via San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

Saled—Governor, for San Pedro via San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

Saled—Novelle San Francisco; Elkton and Eastern Gienn, for United Kingdom ports.

Saled—Novelle San Francisco; Saled—Sovelle San Pedro via San Francisco; Horace X. Baxter, for San Pedro via San Pedro v

CHINA AND JAPAN GET 757 SACKS FROM PORTLAND.

Shipment Is Second Postal Cargo to Go From This City to

The largest dispatch of foreign mail ever made from Portland will leave for Japan and China tonight on the steamer West Nivaria, of the

blowing down the Columbia river while the auxiliary schooner Oregon was trying to come up, the little ves-sel was obliged to give up the at-tempt Friday evening and return to

| 23.95 | 24.80 | 23.95 | 24.30 | 23.50 | 24.30 | 23.95 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.30 | 24.3 Ship Reports by Radio. (Furnished by Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows: JEPTHA. Tacoma for San Pedro, 496 miles from San Francisco.

CULBERSON, Puget sound for San Pedro, 575 miles north of San Francisco.

NORWOOD, Port Angeles for San Francisco. Sound in Columbia river. sco, abeam in Columbia river. W. F. PERRIN, Monterey for Portland. W. F. PERRIN, Monterey for Portland, 50 miles from Portland, WASHTENAW, Port Angeles for Port San Luis, 543 miles from Port San Luis, CELILO, Grays Harbor for San Francisco, 23 miles south of Columbia river EVERETT, Everett for San Pedro, 310 miles south of Everett.

HARTWOOD, Grays harbor for San Francisco, 352 miles north of San Francisco, 352 miles north of San Francisco.

Francisco, 352 miles north of San Francisco.

CLAREMONT, Willapa harbor for San Pedro, 220 miles from Willapa harbor.

EL LOBO, Loblins, Peru, for Vancouver, B. C., 255 miles south of San Francisco.

FRANK H. BUCK, Port Costa for Gaviota, 110 miles from Port Costa.

POINT BONITA, San Francisco for New York, 280 miles south of San Francisco.

WEST KEENE, San Francisco for Astoria, 251 miles north of San Francisco.

MOFITT, San Pedro for Kahului, 790 miles from San Pedro.

GEORGINA ROLPH, Portland for San Pedro, 190 miles north of San Francisco.

ANNETTE ROLPH, Tacoma for San Pedro, 244 miles north of San Francisco.

ADMIRAL DEWEY, Seattle for San Francisco, 164 miles from San Francisco.

MULTNOMAH, St. Helens for San Francisco.

MULTNOMAH, St. Helens for San Francisco. cisco, 230 miles north of San Francisco. RICHMOND, towing barge 95, San Pedro for Seattle, 445 miles from Seattle,

Tides at Astoria Sunday. High Water. 5:16 A. M.... 7.4 ft 9.07 A. M.... 3.8 ft 2:29 P. M.... 8.5 ft 9:44 P. M.... 0.5 ft

WHEAT HIGHER AT

CHICAGO ADVANCE IS DUE TO SHORT COVERING.

Full Amount of Gain Is Not Held When Coarse Grain Prices Break.

CHICAGO, Nov. 13.—Short covering made a higher range for all grains today with wheat in the lead. The markets were over-sold and offerings were light, but the upturn falled to hold as heavy selling developed and coarse grains broke sharply. At the finish wheat showed a net gain of % to 2½c, with December \$1.79% to \$1.80, and March, \$1.70% to \$1.70%. Corn was %c higher to le lower. Oats were unchanged to ½c lower, and provisions were unchanged to 35c higher. There was a general disposition on the part of early buyers to take profits in wheat, many of them not caring to leave their trades over Sunday in view of the disappointing action of the stock market. New York reported two cotton oil exporters in financial difficulties, which also aided in depressing prices.

Coarse grains were under pressure, but, with the exception of eats, prices failed to show much weakness and practically all the trading was above yesterday's close.

Provisions averaged higher.

also aided in depressing prices.

Coarse grains were under pressure, but, with the exception of cats, prices failed to show much weakness and practically all the trading was above yesterday's close.

Provisions averaged higher.

The Chicago market letter received yesterday by Overbeck & Cooke company of Portland said:

"Wheat—Week-end short covering started immediately after the opening and carried prices up rapidly. The builish incentive was the large export sales reported late yesterday and confirmed this morning, but not followed by additional purchases and had the appearance of being to fill oid sales. Towards the close prices receded under the pressure of renewed selling influences by various bearish news items, mostly along the same lines as for the past few weeks, while a report from Minneapolis that Chicago houses were trying to buy 1,000,000 bushes of cash wheat there created the idea, probably well founded, that delivery on Chicago December contracts was consplcuous in making these purchases. Receipts were small and the cash market higher, although No. 1 hard was relatively easy and lost 1 to 1½ cents of its premium. It would seem on the surface that the market is in need of some new incentive to bring about lower prices, but there are so many developments of an adverse character from day to day that a permanent upturn is highly improbable.

"Corn—Started higher with wheat, but the buying power, conflined almost entirely to the retiring of short contracts, were quiet today but there was very little were quiet today but there was very lit

which soon ran its course and the entire gain was lost at the close. Receipts were small and cash prices remained practically unchanged. The prospect of the new crop moving ere long looms like a gigantic blanket over the market and thought must be given as to where the demand will come from. The business of corn consuming industries is peor and nothing in sight to indicate an improvement. It is patent, therefore, that the bulk of the sailes must of necessity be in the pit, and we think it advisable to anticipate such we think it advisable to anticipate suc a situation.
"Oats—Advanced easily with other

again dragged down to around the bottom prices on the crop. Comparative strength in the cash market, due to light receipts, attracted little, if any, attention. This grain is in the same position as other feed stuffs of which there is superabundance and an insufficient demand advance and an insufficient demand.

advance in hogs and grain; 35,000 esti"Provisions-Firm and higher, due to
light offerings and buying based on the
mated for Monday and 160,000 for next
week. With such liberal receipts in sight and the cash trade quiet, there is nothin, we can see upon which to base expecta-tions of higher prices." Leading fatures ranged as follows: WHEAT.

Open. High. Low. Close. Dec....\$ 1.78% \$1.83% \$1.78% \$1.79% March. 1.70 1.75 1.70 1.70%

Minneapolis terain Market.

Winnipeg Grain Market. WINNIPEG, Nov. 13.—Wheat, Nov., \$2.06%; Dec., \$1.89; May, \$1.98%-A. Oats, Nov., 58%c; Dec., 55%c; May, 80%c, Flax. Nov., \$2.33%; Dec., \$2.26%; May, \$2.44. Rye, Dec., \$1.66 b.; Nov. \$1.61%.

Duluth Linseed Market. DULUTH, Nov. 13.—Linseed on track and arrive, \$2.33. Grain at San Francisco.

Grain at San Francisco.

SAN FRANCISCO, Cal., Nov. 13.—Grain
—Wheat, \$3.50@3.65; barley, spot feed,
\$2.16@2.20; oats, red feed, \$2.35@2.60;
corn, white, Egyptian, \$3.10@3.15; rye,
nominal; feed wheat, \$3.25@3.40.

Hay—Wheat, fancy, \$28@29; tame oats,
\$24@27; wild oats, \$18@20; barley, \$17@
20; alfalfa, \$22@25. Seattle Grain Market.

Seattle Grain Market.

SEATTLE, Nov. 13.—Wheat, hard white, hard winter, red winter and northern spring, \$1.50; soft white and white club, \$1.56; red Walla and Eastern Walla, \$1.45; Big Bend bluestem, \$1.61.

Freed—Soratch feed, \$73 ton; feed wheat, \$76; all grain chop, \$35; oats, \$57; aprouting oats, \$62; rolled oats, \$59; whole corn, \$55; cracked corn, \$57; rolled barley, \$60; clipped barley, \$65.

Hay—Alfalfa, \$29 ton; double compressed alfalfa, \$35; ditto timothy, \$42; eastern Washington mixed, \$36.

SAN FRANCISCO PRODUCE MARKET Prices Current on Vegetables, Fresh Fruits,
Etc., at Bay City.

SAN FRANCISCO, Nov. 13.—Dairy produce—Extras, 58c; prime firsts, 56c.

Eggs—Fresh extras, 89½c; extra pullets.



CAN EXPONENT PROPERTY.

WEST INDIES

Two Cruises, Jan. 15 and Feb. 19, 23 days. Visiting principal cities of the West Indies, \$450 up, with Shore Excursions.

Honolulu, Japan, Manchuria, North and South

China and the Philippine Islands

Sailing from Vancouver January 13; from San Francisco January 24, February 5 and 20, March 16, April 2 and 30, May 28 and June 25; from Seattle March 11.

Small congenial parties under personal escort. Write for details.

SOUTH AMERICA CRUISE January 29th-70 days-\$2200 up

Down the West Coast on the luxurious Pacific Line Steamer "Ebro"—up the East Coast via the Lemport & Holt Line. Itinerary include, the best there is to see in South America and the celebrated trip across the Andes. Seventy days of pleasure on land and sea. An extended program of sightseeing in all the principal cities of South America. Write for details.

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Earl D. Walker, D. P. A. Cor. 6th and Oak sts. Portland, Or

Phone Broadway 5060,

EUROPE

Winter tours to Northern Africa, Aigeria and Tunisia, Sicily, Egypt and the Nile, Sailing from New

York, January, February and March.

California Service Regular Freight and Passenger Service to COOS BAY— EUREKA and SAN FRANCISCO Sailing from Portland, 9 P. M. S. S. "CITY OF TOPEKA," Nov. 19-Nov. 30, Connecting at San Francisco with Steamers for Los Angeles and San Diego

Regular Freight and Passenger Service to Mexico, Central America and Alaska.

For Further Information Apply to 101 THIRD ST. PHONE MAIN 8281

NEW YORK, Nov. 13.—Cotton—Spot, quiet, Middling, 19,40c.

Minneapolis terain Market.

Chicago Livestock Market.

CHICAGO. Nov. 13.—Cattle—Receipts.

5000, compared with week ago best cornators around steady; others mostly 25c to 50c lower; week, top. \$17.50; bulk of salety, \$11.50; lost of 10c lower; with 10c lost of 10c lower; week, top. \$1.50 lost of 10c lower; week, top. \$1.50 lost of 10c lower; week, top. \$1.50 lost of 10c lower; week, top. \$1. Chicago Livestock Market.

\$12.50@12.75.
Sheep-Receipts, 2000; compared with week ago, fat lambs closed 15c to 25c higher; yearlings steady; sheep 7mc to \$1 lower; feeder sheep and lambs steady. Omaha Livestock Market,

Omaha Livestock Market.

OMAHA, Nov. 13.—Receipts 1500, market active, steady to 10c higher; bulk \$12.35@12.50; top, \$12.75.

Cattle—Receipts, 400; market compared with week ago, fed steers fully 50c lower; grass range beef and she-stock 25c to 50c lower.

Sheep—No receipts; market compared with week ago; lambs 25c to 50c lower; sheep and yearlings 50c to 75c lower; feeding lambs steady; feeding sheep fully 50c lower.

Kansas City Livestock Market. Kansas City Livestock Market.

KANSAS CITY, Nov. 13.—Cattle—Receipts, 1000. For week: Beef steers, canners and feeders, mostly 50c to 75c lower; she-stock mostly 50c lower; bulle 25c lower; calves \$1 to \$1 50 lower; stock cows and helfers 25c to 50c lower; stock calves, 75c to \$1 lower.

Sheep—No receipts For week: Sheep \$1 to \$1.50 lower; pearlings 50c to 75c lower; lambs, 75c to \$1 lower; feeding lambs, 25c to 40c lower.

Scattle Livestock Market. SEATTLE, Nov. 13.—Hogs—Receipts none; steady. Prime \$14.75@15.25; medium to choice, \$13.75@14.75; smooth heavies, \$12.75@13.25; rough heavies, \$10.75@12.25; pigs. \$11.50@13. Cattle—Receipts, none; market 50c lower, Prime steers, \$969.50; medium to choice, \$7.50@8.50; common to good, \$5.50@7; best cows and helfers, \$6.50@7; medium to choice, \$5@6; common to good, \$3.50@5; bulls, \$4@6; calves, \$6.50@13.

Oregon Postmasters Appointed. THE OREGONIAN NEWS BUREAU, Washington, Nov. 13.—Oregon post-masters have been appointed as foi-lows: William Miller, Bolita, Malheur county; Everet Richman, Troy, Wallowa county; Parks D. Conant, Zumwalt, Wallowa county.

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