

CHAPTER ISSUED ON WESTWARD

Historic Steamer Taken by Northern Company.

HAMBURG GETS WHEAT

Break in Shipping Board Rate to United Kingdom Responsible for Latest Cargo.

As the result of Friday's break in the shipping board rate on grain from the Pacific coast to the United Kingdom, when the charter rate slipped from \$115 to \$110, another shipping board steamer, the historic Westward Ho, was taken yesterday by the Northern Grain & Warehouse company for Portland.

Break in Shipping Board Rate to United Kingdom Responsible for Latest Cargo.

The steamer Westward Ho was the first vessel built for the emergency fleet corporation by the Columbia River Shipbuilding corporation of this city. On her first voyage to Europe with war supplies she was torpedoed three days off the coast of France.

Wheat Torpedoed on Fleet Trip.

The steamer Westward Ho was the first vessel built for the emergency fleet corporation by the Columbia River Shipbuilding corporation of this city.

San Francisco's Concurrence Waits.

The drop in the shipping board grain rate, which was started by Seattle operators Friday when they chartered the steamer Eastern Leader and Japan to the Housier interests.

Pacific Coast Shipping Notes.

ASTORIA, Or., March 19.—(Special.)—The steamer Larch arrived at 1:30 this afternoon bringing a cargo of fuel oil.

COOS BAY, Or., March 19.—(Special.)—The steamer S. C. Lindner from Seattle had been in the bay for several days.

SEATTLE, Wash., March 19.—(Special.)—The steamer service with Cook Inlet, closed today for the winter months.

PORT TOWNSEND, Wash., March 19.—(Special.)—Sixty-five days from Nukunui, Friday, the schooner Charles R. Wilson arrived this morning.

GRAYS HARBOR, Wash., March 19.—(Special.)—The steamer Camano was the only ship loading in port tonight.

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HIGH WATER RAISITS BRINGING DRYDOCK TO SCENE IS CONSIDERED BEST.

SCOW USE PLAN FAILURE

Pontoon Now May Be Sunk and Made Fast to Chains Beneath Craft to Be Raised.

Bringing the drydock to the vessel instead of the customary reverse of this practice has been decided upon as the most practicable method of

SAVING OPERATIONS ON SUNKEN DREDGE WILLAMETTE STOPPED BY RISING RIVER.

The port of Portland's towboat Portland executed her favorite feat of a double tow yesterday when she took the sailing schooner Irene and George E. Billings down the river to Astoria.

Three concrete proposals, which Mr. Haines holds to be the logical program for the operation of the American merchant fleet, are: first, appraise the fleet at its present value, writing off the difference between this and its cost as a war loss; second, cancel the present managing operators' agreement and let the vessels out to responsible operators.

Fixed Charges Are High. "In the first place," Mr. Haines said, "the government fleet cannot possibly show a profit on paper when the operating charges are so high, depreciation and interest are based on a valuation far in excess of that of similar vessels under plain flags."

Allocation of Two Asked. "The Admiral has asked the shipping board for the allocation of two of the '53' combination freight and passenger vessels to run between Seattle and Portland."

Transmission Lines for Grays Harbor Plant Being Strung.

ABERDEEN, Wash., March 19.—(Special.)—Completion of high power transmission lines was expected in the next few days.

Wheat Replaces Coal. Because of a sudden decision to carry more wheat and less coal, the French steamer Mont Cervin did not depart yesterday morning as expected.

Minneapolis Grain Market. MINNEAPOLIS, March 19.—Cash wheat—No. 1 hard, 1.15; No. 2, 1.14; No. 3, 1.13; No. 4, 1.12; No. 5, 1.11; No. 6, 1.10; No. 7, 1.09; No. 8, 1.08; No. 9, 1.07; No. 10, 1.06; No. 11, 1.05; No. 12, 1.04; No. 13, 1.03; No. 14, 1.02; No. 15, 1.01; No. 16, 1.00; No. 17, 0.99; No. 18, 0.98; No. 19, 0.97; No. 20, 0.96; No. 21, 0.95; No. 22, 0.94; No. 23, 0.93; No. 24, 0.92; No. 25, 0.91; No. 26, 0.90; No. 27, 0.89; No. 28, 0.88; No. 29, 0.87; No. 30, 0.86; No. 31, 0.85; No. 32, 0.84; No. 33, 0.83; No. 34, 0.82; No. 35, 0.81; No. 36, 0.80; No. 37, 0.79; No. 38, 0.78; No. 39, 0.77; No. 40, 0.76; No. 41, 0.75; No. 42, 0.74; No. 43, 0.73; No. 44, 0.72; No. 45, 0.71; No. 46, 0.70; No. 47, 0.69; No. 48, 0.68; No. 49, 0.67; No. 50, 0.66; No. 51, 0.65; No. 52, 0.64; No. 53, 0.63; No. 54, 0.62; No. 55, 0.61; No. 56, 0.60; No. 57, 0.59; No. 58, 0.58; No. 59, 0.57; No. 60, 0.56; No. 61, 0.55; No. 62, 0.54; No. 63, 0.53; No. 64, 0.52; No. 65, 0.51; No. 66, 0.50; No. 67, 0.49; No. 68, 0.48; No. 69, 0.47; No. 70, 0.46; No. 71, 0.45; No. 72, 0.44; No. 73, 0.43; No. 74, 0.42; No. 75, 0.41; No. 76, 0.40; No. 77, 0.39; No. 78, 0.38; No. 79, 0.37; No. 80, 0.36; No. 81, 0.35; No. 82, 0.34; No. 83, 0.33; No. 84, 0.32; No. 85, 0.31; No. 86, 0.30; No. 87, 0.29; No. 88, 0.28; No. 89, 0.27; No. 90, 0.26; No. 91, 0.25; No. 92, 0.24; No. 93, 0.23; No. 94, 0.22; No. 95, 0.21; No. 96, 0.20; No. 97, 0.19; No. 98, 0.18; No. 99, 0.17; No. 100, 0.16; No. 101, 0.15; No. 102, 0.14; No. 103, 0.13; No. 104, 0.12; No. 105, 0.11; No. 106, 0.10; No. 107, 0.09; No. 108, 0.08; No. 109, 0.07; No. 110, 0.06; No. 111, 0.05; No. 112, 0.04; No. 113, 0.03; No. 114, 0.02; No. 115, 0.01; No. 116, 0.00; No. 117, 0.00; No. 118, 0.00; No. 119, 0.00; No. 120, 0.00; No. 121, 0.00; No. 122, 0.00; No. 123, 0.00; No. 124, 0.00; No. 125, 0.00; No. 126, 0.00; No. 127, 0.00; No. 128, 0.00; No. 129, 0.00; No. 130, 0.00; No. 131, 0.00; No. 132, 0.00; No. 133, 0.00; No. 134, 0.00; No. 135, 0.00; No. 136, 0.00; No. 137, 0.00; No. 138, 0.00; No. 139, 0.00; 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