# **NEW SHIP SERVICE BOON TO FRUITMEN**

Shipper in Closer Contact With Foreign Dealer.

## PORTLAND TO BE CENTER

Way Opened for Complete Development of Markets for Northwest Products Abroad

### APPLE SHIPMENTS VIA CANAL EXCEED EXPECTATIONS.

During the past season northwest apples were shipped to Europe via the Panama canal, This was the first direct move ment of the kind ever under-taken and was successful be-yond all expectations. A total of about 175 carloads were shipped. Future service in the is assured and definite schedules for the coming season arranged, with a heavy demand for space already developed. Nine steamers, including those of the Holland-America company and the new motor ship fleet of the Royal Mail Steam Packet line, will afford a total carrying space for close to three-quarters of a million boxes. Sailings will take place every two weeks during the shipping period. The present assured and definite schedshipping period. The present annual production of northwest apples alone requires an export shipment of not less than five million boxes annually. Our heaviest shipment in any preseason was less than 1,000,000 boxes.

## BY CHARLES A. MALBOEUF."

Refrigerated steamer service from Portland to Europe for shipment of fresh applies, as recently established by the Holland-America line, prom-ises to fill the most crucial need of the grower. Direct service by water, which affords frequent sallings on regular schedules, adequate tonnage space and rates in harmony with the conomic requirements of the traffic, will revolutionize our export methods. Low Lab It will enable the producers to retain control of their product up to shipping time, draw into closer contact the local shipper and foreign dealer and narrow the margin of competitive advantages the eastern barrel apple has hitherto had over

## Portland to Be Center.

The service will make Portland the shipping center for Oregon's exports, where it properly belongs, instead of being located in Atlantic coast markets, where it has too long been. It will offer the fruit industry a host other benefits, the most important being the opportunity to develop those overseas markets in an intensive manner. It should result in our product being laid down at destination in a uniformly sound and attractive condition, one of the foremost necessitles in successful foreign trading.

Shipping fruit by water over stretches materially greater than that lying between Portland and Eu- aged but 5 to 6 per cent of the local rope, and under physical and climatic ifficulties immeasurably more acute.

South African soft fruits, including south African soft fruits, including peaches and other highly perishable varieties, travel close to 6000 miles by sea en route to Great Britain, after covering a thousand miles by railroad from their producing districts to Cape Town. Fresh fruits have made the circumference of the globe in vessels' cold chambers. We courselves have eaten New Zealand pears, of our Bartlett type, in the

climatic elements, that cannot be avoided in their seasons, must natural-ly be apprehended. The freezing of ly be apprehended. The freezing of apples in transit results in irreparable economic losses estimated to run between \$2,000,000 and \$3,000,000 and and climatic conditions alone it is clear things, that a rail journey of such length, The climatic conditions alone it is clear that a rail journey of such length, prior to transfer to ship, is one wherein the soundness of the fruit is subjected to more or less danger and unavoidable losses, even though infrequent.

Interests of both should be more common more co-operative.

built up largely on the strength of an export demand established in the 190s for the product of some of the product of some of the product of some of the product of the product on the product of the product on the product on the product of the pr case in Oregon to a greater extent than in other northwest growing dis-

generally inclined toward small-size apples of any variety. Thus the ples of any variety. Thus the wtown Pippin produced here, and other sections of the northwest. , in the smaller sizes particularly, ather ill adaptable to American mar-ets and ideally adaptable to European markets. For that character of connage, then, we annually look to Europe for its consumption.

Many Red Varieties Exported. Export markets have also taken to he red apple of the northwest, and

our shipments now include quite a list of the best known varieties. These Include the Jonathan, Spitzenberg and Winesap, each moving in its respective marketing season. The smaller sizes are likewise a feature in the production of these varieties, and again that same export trade is relied on to absorb some of it every season, whether the crops be large or small. As illustrating this, a considerable percentage of the 1920 crops ran to so-called five-tier apples, or the smaller sizes packed. This fruit has been exceedingly hard to market at home, but owing to transportation costs and exchange irregularings preventing only a limited volume of it to be exported, the remainder, amount-Include the Jonathan, Spitzenberg and be exported, the remainder, amounting to several thousand carloads, had to be forced on the domestic markets. This has had a lot to do with making the present season a disappointing one in returns to the grower, the low prices brought severals affecting the

Enlarged Market Needed. These facts, especially rapidly in reasing apple production throughout the northwest, now averaging close to 25,900,000 boxes yearly, plainly emphasize the necessity for a greatly enlarged export market to take care of a correspondingly growing volume Therein lies of adaptable tonnage. the greatest problem of the northwest fruit industry today. The solution rests wholly in our ability to develop all overseas markets along true economic lines. We should be in position to reach the masses in those countries, not merely the upper classes. In a practical sense the task will always be an impossibility inso far as consumption of our apples by the European people generally is concerned. Their economic condition and local apple and other fruit crops such realization on our part. these markets can be materially ex-panded, however, is indisputable to the same extent that it is true we have thus far lacked the opportunity to do so in any measure adequate with our needs. The insignificant volume of our past shipments is ampliproof of that statement. For in stance, the consumption of our boxed apples in Great Britain the year of our heaviest exports, was only three apples per capita, spread over a marketing season of from five to

## Low Laid-Down Cost Is Key.

The key to intensive exploitation in erning factor. No direct service by sea, however efficient, that seeks to obtain for an unisterrupted move-ment, the same revenue from Pacific ports to Europe, as the combined revenues of the trans-continental rail lines and Atlantic steamers, with their naturally higher costs of opera-tion, will ever build up a business of the magnitude demanded by our circumstances. Only a reasonable charge will aid the fruit industry to invade properly and successfully conquer the commercial field abroad. Nothing

## Percentage of Exports Small.

production during the past ten years. districts to Atlantic trans-shipping ports is very low; our rates to the same ports, much higher. Transporta-tion advantages, in costs and other-

shipping Rates Hindrance.

Shipping Rates Hindrance.

The greater the aggregate volume of exports, the lower the foreign market, and the heavier the burden of flour from Portland to Europe in the resign to our product. This route, then, offers little or no climatic impediments to safe and speedy transportation.

Outlet Has Hazards.

Our rail and water outlet via Athintic ports, efficient as it is in most respects, and which we have used exclusively up to this season, has its disadvantages and hazards. The strain upon the physical structure of the fruit incident to the overland rail trip, of 3600 miles, is necessarily considerable. The bulk of our shipments take place during the fall and

# Rate Basis Essential.

It is confidently expected that among the advantages of direct water

Export Demand Persistent.

In a broad sense, apple exporting is not a new departure for the northwest. For more than a third of a century Oregon apples have been shipped to Europe. During the last 20 years the growers have actually depended on those markets to dispose of a part of their crops. Good and bad seasons alike, that need has never falled to exist. Indeed, our present great apple acreage in Oregon was built up largely on the strength of services of both should be more common, more co-operative, more susceptible of better understanding. It will undoubtedly engender more direct trading, as should be the case, and the mutual confidence that is the foundation for greater business. It should restore cash buying f. o. b. shipping point to a larger degree than has prevailed for some years and in a corresponding way lessen the present common practice of merely consigning shipments aprice. years and in a corresponding way lessen the present common practice of merely consigning shipments abroad without prices, guarantees or

dumping of deteriorated product of the foreign markets.

than in other northwest growing districts. The reason is that more Newtown Pippin apple trees were set out in this state than elsewere, and the Newtown happens to be a special favorite in the British markets. It also happens to grow to a high state of perfection in Oregon's soils and climate.

British Prefer Medium Size.

The British trade prefers a medium to small size apple. The Newtown Pippin by nature has a tendency to grow to those sizes. The United States markets, as a whole, are not Read The Oregonian classified ads.

BE WORKED THIS WEEK.

West Nomentum Allocated to Service of Columbia-Pacific Shipping Company.

Revision of the shipping board rates on wheat from the Pacific of the Observations division. The principal chapter of the Pacific Grain commany the Columbia Pacific Shipping company and has since plent didn't be compared to the Antwerp-Hamburg range and the Antwerp-Hamburg range and the Pacific Hamburg range and the Newtoning ground at the Victoria dolphins resterday afternoon to the Montgom as soon as the Isined. The spotting of the waterfront, as a report circulated as waterform, as a report circulated as waterform, as a report circulated as the "unammed steamer" which was allocated to the Columbia Antwerp range, 65 shillings; to design of the west coast of Italy, 70 shillings; to design of the waterform, as a report circulated as the "unammed steamer" which was allocated to the Columbia acange of wheat to Japan the latter part of next month.

The Most Nomentum, prior to being the State of the State of the Willings, and to the United Kingdom Tomorrow.

LAST UNIT OF PORT OF PORTLAND'S DREDGING FLEET, WHICH WILL BEGIN OPERATIONS TOMORROW.

To take a full cargo of wheat to Europe was announced yes. Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, which will begin her 48e, bour trial test Monday, the Port of Columbia, Anther State Island to the Grant Anther of the An

tain its schedule of sailings.
The allocation of an "unnamed to carry wheat from Fort-BIG CARGOES FOR EUROPE TO

BE WORKED THIS WEEK.

land to Japan was made Friday by
H. H. Ebey, director of operations for
the Pacific coast district of the shipping board.

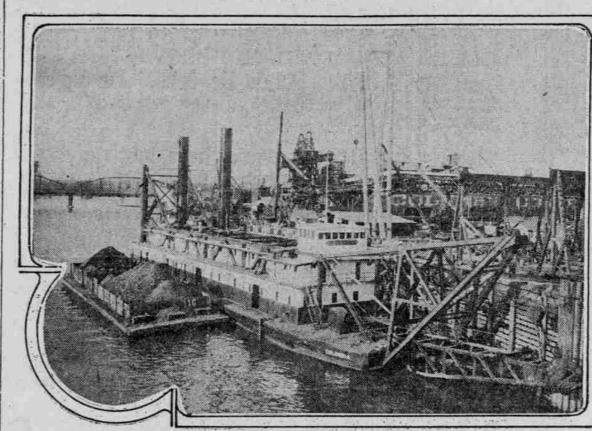
## OCEAN GRAIN RATES REVISED Shipping Board Announces Impor

tant Tariff Changes. Revision of the shipping board rates on wheat from the Pacific north-

DIGGER COLUMBIA LAST UNIT OF MUNICIPAL BATTERY.

Modern Craft Built Principally by Portland Labor - Material and Equipment of Best.

prices brought severely affecting the general average for all grades and LAST UNIT OF PORT OF PORTLAND'S DREDGING FLEET, WHICH WILL BEGIN OPERATIONS



DREDGE COLUMBIA.

turned back to the shipping board a few days ago, had been operating for several months in the Columbia-Pacific Shipping company's North China line. She was delayed on her last homeward voyage and the steamer was the fuel was and for American and for homeward voyage and the steamer eight to the country for instance and for American and for the port of General Manager Polhemus and the steamer fuel was the fuel was the country for instance and for the country for instance and the steamer fuel was the country for instance and the steamer fuel was the country for instance and instance and the country for instance and the West Kader was substituted to enable fluctuation of rates because the company to maintain their sched- changes in the exchange rates.

Besides the West Nomentum, seven other large steel steamers will be loading full or part cargoes of wheat loading full or part cargoes of wheat or flour here this week for Europe. Three of these were en route to Portland last night from San Francisco The shipping board steamer Hanley, under charter to Kerr, Gifford & Co., was expected at the mouth of the Columbia river at 7 o'clock last night difficulties immeasurably more acute. In 1914 the quantity was 10 per cent; is not an unknown element in world trade. Australia's apples cover more than 12,000 nautleal miles between than 13,000 nautical miles between their ports and the British markets. The banana traffic from Central America is handled upward of 3500 their own crops ours, of necesmiles to English ports, and two-thirds of that distance to North Atlantic freight rates from the barrel apple Asia will be due here Monday from Sastricts to Atlantic trans-shipping. San Francisco to take cargoes of

Following these steamers before the end of the week will be the shipping board steamers West Nimrod and Eastern Guide for full cargoes of grain, and the British steamer Moerdyk of the Holland-America line, for cereal shipments of several thousand tons each.

Thirteen steamers in all including those above mentioned, have been booked to take cargoes of wheat or

possible. The past season was one considerable in the British markets, and generally unprofitable to the ments take place during the fall and winter months; a good portion of the crop moves under hot weather conditions. Daily variations of temperature en route have their due effective to high to meet our required party to garn and to make the company of low prices in the British markets, and generally unprofitable to the growers. Both rail and steamer rates were almost prophiblitive. Even the rates charged for hibitive. Even the rates charged for firm Portland to Japan next month, direct shipment from Pacific ports. ditions. Daily variations of temperature en route have their due effect on the product. Excessively cold weather, blizzards and other adverse climatic elements, that cannot be climatic elements, that cannot be called their excessive the first e

## Port Calendar.

ì	To Arrive at Portland,	
S	Vessel→ From→ Due.	100
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ĺ	Pastern Guide. San Fran Apr 20	
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ğ	Str. Rose City San Fran Apr. 22 Katrina Luckenbach. San Fran Apr. 23	Bost
i	Katrina Luckenbach, San Fran Apr. 23	Calg
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1	Ste Birmingham City Orient Ans 30	Med
1	Str. Birmingham City Orient Apr. 30 Str. Julia Luckenbach San Fran May 1	New
1	Str. West Isleta Boston-S. F May 1	Mini
3	Str. West Islefa. Boston-S. F. May 1 Str. Rose City San Fran. May 2 Str. Mount Berwyn Vancouver May 3 Str. West Nivaria Kobe May 7 Str. Anna E. Morse New York May 10 Str. Kina. Hull May 15 Str. Eastern Sallor Europe May 15 Formose Pt. Said May 15 Formose Ta Benart From Portland	New
1	Str. Mount Berwyn Vancouver May 3	Pho
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1	Vessels in Port.	Win
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ı	Str. G. C. LindauerWestport. Sch. K. V. Kruse Terminal No. 3. Sch. Mindoro Supple's dock.	1
۱	Sch. M. V. Aruse Terminal No. 3	Po
ı	Sen. Mindoro Supple's dock,	cools
ĺ	Str. Pawiet Terminal No. 4.	Or

CALGAROLITE TAKES WATER AT STANDIFER VARDS

morning. She will be the first vessel Toronto Woman Acts as Sponsor for Craft Built for Imperial Oil, Limited, of Canada.

> VANCOUVER. Wash., April 16.—
> (Special) — The Calgarolite, 12-060ton tanker, built by the G. M. Standifer Construction corporation here for Imperial Oil, Ltd., of Toronto, Can., was launched at 12:30 o'clock today. Weather was ideal, the sun sh'ning brilliantly. Mrs. W. B. Elswooth. wife of the marine superintendent of the company, with her husband, came here from Toronto to christen the ship. VANCOUVER. Wash., April 16 .-

The gift from the Ctandard Oil company, of which Imperial Oil, Ltd., is a subsidiary concern, was a platinum wrist watch. The Stand'fer company gave to the sponsor a sold

num wrist waten. The Stand for company gave to the sponsor a gold, platinum and diamond brooch and a bouquet of roses.

The Albertolite, sister tanker, is to be iaunched in less than a month, which will mean that the last contract has been completed and the

Report From Mouth of Columbia, NORTH HEAD, April 16.—Condition of the sea at 5 P. M., smooth; wind north, 16 miles. 

## DAILY METEOROLOGICAL REPORT.

PORTLAND, April 16.—Highest temperature 68 degrees; lowest, 48. River reading, 8 A. M., 7.3 feet; change in last 24 hours, 0.5-foot rise, Total rainfail (5 P. M. to 5 P. M.), trace; total since September 1, 1920, 41.93 inches; normal, 38.46 inches; excess, 3.47 inches. Surrise, 5.23 A. M.; sunset, 6:59 P. M. Total sunshine, 11 hours and 28 minutes; possible sunshine, 13 hours and 36 minutes. Moonrise, 2.94 P. M. Sunday; Moonset, 3:18 A. M. Monday. Barometer (reduced to sealevel), 5 P. M., 29.98 inches. Relative humidity; 5 A. M., 86 per cent; noon, 41 per cent; 5 P. M., 32 per cent.

# Precipitati 24 hours Minimum t ATIONS.

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į	Baker	34	48	0.00		NE	Rain
3	Boston	38	56	0.00	14	8	Cloudy
₹	Boston	519	7.2	0.02	1.0	SW	Cloudy
ð	Calgary	24	***				
4	Chicago	334	36	1.96	36	NE	Snow
1	Denver	22	30	0.02	-	SE	Clear
đ	Calgary Chicago Denver Des Moines Eurekn Galveston Helena	24	30	1.32	22	N	Snow
ij	Eureka	23	24	0.10	22	25.50	Rain
3	Halana	20	48	0.00	20	20 M	Pt. cloudy
ij	a Terrimon	20	450	0.04	23	Es.	Clear
3	*Juneau Kansas City.	24	2.4	0.03	200	8.7	Clear
1	Los Angeles.	40	66	0.10	20	CITET	Show
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Ŋ	New Orleans. Minneapolis . New York North Head	78	86	0.48	330	22.	Cloudy
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g	New York	76	600	0.00	50	RE	Clondy
8	North Head	34	58	0.00	14	N	Clear
ā	Phoenix Pocatelio Portland	49	78	0.00		NW	Clouds
ē	Pocatello	36	52	0.00	10	8	Cloudy
ā	Portland	43	68	0.00		N	Cloudy
ā	Roseburg	42	68	0.00	14	8	Cloudy
ğ	Sacramento .	42	GD	0.00	=11	NW	Rain
4	St. Louis	46	50	1.50	16	NW	Cloudy
ã	Call Lake	2.0	100.00	de mari	no eu	C	Rayley College Coll
1	San Diego	46	60	0.00		W	Clear
я	San Fran	46	56	0.30	85	SE	Rain
ą	Seattle	42	56	0.00	20	N	Clear
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d	San Diego San Fran Seattle *Sitka Spokane Tacoma	36	62	0.01	2.	NE	Cloudy
d	Tacoma	42	58	0.00	10	N	Pt. cloudy
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ortland and vicinity—Occasional rain; er; winds mostly northwesterly. regon—Occasional rain; cooler west ion; moderate winds, mostly north-Washington-Fair; cooler east portion; moderate northerly winds.

the At the rate of 1000 yards an hour, of the Columbia is expected to dredge and discharge sand mud and gravel with power and equipment sufficient to dump the dredgings a distance of GRAYS HARBOR, Wash, April 16.—
(Special.)—The steam schooner Everett completed her journey from San Pedro yesterday afternoon at 5 o'clock, when she entered the harbor to take a cargo at the Grays Harbor Lumber company, Honnian a mile from the point of operation. The completed dredge represents an expenditure of \$432,000.

## Pacific Coast Shipping Notes.

ASTORIA. Or., April 16.—(Special.)—
Carrying a cargo of 1,100,000 feet of lumber from the Hammond mill, the gream schooser Santiam sailed at 5 o'clock this afternoon for San Pedro.
The steamer Colorado Springs sailed at 5:15 o'clock this morning for Leghorn, Italy, with a cargo of wheat from Portland.

ASTORIA, April 16.—Sailed at 6:15 A. M., steamer Colorado Springs, for Europe. Arrived at 7 P. M., and left up, steamer Hanley, from San Francisco.

9 A. M., steamer Ohloan, from New York for Portland. Arrived at 10 A. M., steamer Johan Poulsen, from Portland. Salled at 8 A. M., steamer Moerdyk, for Astoria from SAN PEDRO, April 15.—Sailed—Steame Ohioan, from New York for Portland.

TACOMA. Wash. April 18.—(Special.)—
Salling from Tacoma Monday for Yokghama, Hongkong, Shanghai and Manifa, the Africa Maru of the Osaka Shozen Kaisha line will take a full cargo of general freight out this voyage. The cargo is made up of wheat, lumber, cotton, some livestock and machinery.

The Alabama Maru, inbound from the orient, is due here Wedneshiy and Victoria Monday. On the present voyage of the Aishama the vessel was in the storm of April 5 which drove her ashore in the harbor at Yokohama. No damage was done the vessel and, as she was just ready to sail, the big craft proceeded on her voyage.

Yoyage.
The Santa Rita returned from Dupont The Santa Rita returned from Dupont this morning and resumed loading. They vessel will sall for Peru and Chile early next week, towing the bark Belfast south. The Belfast is taking a cargo of lumber at Everett. The Northwestern and Latouche of the Alaska Steamship company line are due here with ore from the north. The Mukilteo is looked for here Sunday or Monday from San Francisco with freight for local and southwestern Washington firms.

Among the larger vessels listed for load ing next week is the West Keene of the Matson line and the Baltersfield of the European-Pacific line. The Bakersfield has considerable local freight to load for Europe. 1.eports are current here among local shipping men that the schooner Bets Ross, bound for Tacoma from Singapore has put into an Australian port.

SAN FRANCISCO, Cai., April 16.—(Special.)—On her maiden voyage the Pacific Mail liner Granite State sailed today for Indian ports via Honolulu and Manila. The craft went out in command of Captain Henry Wallis, formerly of the steamer Santa Cruz.

The movement of westbound cargo on intercoastal freighters continues heavy, despite the 70 odd large steamers operating on regular schedule, as the manifests of two freighters arriving here today from the east coast show.

of two freighters arriving here today from the east coast show.

The Luckenbach freighter Pleiades made port from Philadelphia via Boston and San Pedro, with a full cargo for discharge at this port and other harbors of the Pacific coast, and the Ohioan, of the Williams-Dimond fleet, arrived today, carrying a capacity cargo from New York and Boston via San Pedro.

Heavy shipments of steel bars, oils, drugs, repe and other commodities arrived in the holds of both steamers, while 25 cases of champagne and 600 cases of wine of pepsin were in the cargo of the Piciades.

of here today. The tug will tow the fishing vessel as far north as Blaine, Wash.

In the customs house today the Star of Scotland cleared for Larson Bay and the steamer Alitak cleared for Chignik. The Star of Finland was towed out teday and set her course for Alitak. Work is being rushed to sign up the crews and place the fishermen, their paraphernalia and supplies on board as rapidly as possible in order to get the vessels out for the north, due to their being held in pertover the question of wages to be paid to the fishermen. With 1,000,000 feet of lumber stowed

# abourd, the schooner H. K. Hall, which has been bar-bound for a week at Eureka, was towed over the sandspit this morning at 7 o'clock and proceeded under sail to Sydney. J. J. Moore & Co. chartered the vessel at the rate of \$20. Carrying 13,000 bars of coffee in addition to a heavy shipment of nitrate of soda from Vsipariso and Mexican ports, the Japanese freighter Tokuyo Maru arrived here today. To load a cargo of grain on the Columbia river for the United Kingdom for the Pacific Steamship company, the shipping board freighter Eastern Guide sailed from this port after lying idle for acveral months. The West Notus sailed from here late

being overhauled and reflited preparatory to departure for Bering sea stations oper-ated by that concern. The Packard will likely get away during the week.

SAN PEDRO, Cal., April 16 .- (Special

The United States transport Hancock arrived this morning from Norfolk with more than 100 men of the crew of the battleship Mississippi. The men became sick while the warship was on its South

American cruise.

The steamer Vale broke her own records on her trial trip pesterday, according to official figures announced today. She steamed 24.6 knots.

Struthers & Dixon have announced that the steamer West Islip will touch here on route to the orient. She now is in San Francisco.

PORT TOWNSEND, Wash., April 16.

Movements of Vessels,

SAN FRANCISCO, April 16 - Arrived a

GAVIOTA, April 16.—Arrived—Steamer W. F. Herrin, from Portland.

NEW YORK, April 16 .- Arrived -- Steam

PHILADELPHIA, April 16,-Sailed-

Asia, for Portland.

San Francisco.

Steamers Listed to Carry Wheat and Flour to West Coast of months.

The West Notus sailed from here lat-teday for Buenes Aires via San Pedro for Swayne & Hoyt account.

The American steamship Windber

Merchants' Tugboat company.
Two units of the Alaska finheries fleet departed for the north when the bark W. B. Flint, in the service of Libby, McNeill B. Filmt, in the service of Libby, McNeill and Libby, got away for Ekuk, and the schooner John A of the Pacific Coast Codfish company's fleet sailed for Bering sea. The ship Benjamin P. Packard, of the Northwestern Fisheries company's fleet, shifted from her winter quarters at Port Blakeley to Seattle Friday, and now is being the processing the seattle of the company of the process of the company of the comp

## Ship Reports by Radio. (Furnished by Radio Corporation of

unless otherwise indicated, were as follows:

WILLIAM\* F. HERRIN. Gaviota for
Linnton, 24 miles from Gaviota.

ARDMORE Tainre for Vancouver, 600
miles south of San Francisco.

ALASKA, San Francisco for Portland,
off Hecota Head.

HANLEY, San Francisco for Portland,
65 miles from Portland in Columbia river.

ADMIRAL EVANS, San Francisco for
Scattle, 272 miles from Seattle.

AVALON, Grays Harbor for San Francisco,
Stillico, San Francisco, CELILCO, San Francisco,
CELILCO, San Francisco, Cor Portland,
12 miles south of Columbia river.

COLORADO SPRINGS, Portland for
San Pedro, 120 miles gouth of Columbia
river.

J. A. MOFFETT, Port Wells for San Pedro, 538 miles north of San Pedro. E. D. KINGSLEY, San Francisco for Victoria, 290 miles north of San Francisco, HARTWOOD, Grays Harbor for San Francisco, 210 miles north of San Fran-

PORT TOWNSEND, Wash., April 18—
(Special.)—The tank steamer Lyman Steward arrived early this morning from Port San Luis via Vancouver to enter and then proceed to Point Wells. Some time ago she failed to comply with this requirement, with the result she was fined by the customs authorities.

Bringing a full cargo of general merchandise from San Francisco, the steamer Mukiltso arrived this afternoon, proceeding to Scattle to discharge. She will load cargo at Everett for San Francisco.

Two vessels of the Williams-Dimond & Co. European service arrived on Pusst sound from San Francisco. The Eelbeck proceeded to Vancouver to discharge a quantity of Scotch whisky. She will come to Puget sound next week to discharge some freight and also load a part cargo. The Bakersfield brought a number of small consignments for Scattle from ports of northern Europe. About 2006 tons of general cargo has been assembled at Seattle for her. She is scheduled to leave exit Saturday.

A wireless from the Alabama Maru states that she will reach here for quar-NORTHLAND, Portland for San Fran sco, 200 miles north of San Francisco. ATLAS, Richmond for Tacoma, 327 409 miles north of San Pedro.

ELDORADO, San Francisco for Scattle, 88 miles from Scattle.

NOBTHWESTERN, Ketchikan for Scattle.

NOBTHWESTERN, Ketchikan for Scattle.

KENNECOTT, San Pedro for San Francisco, 135 miles north of San Pedro April

13

huid, 1639 miles from San Francisco,
April 15.
COLONEL E. L. DRAKE, Richmend for
Honolulu, 737 miles from Honolulu,
April 15.
ENTERPRISE, Hilo for San Francisco,
ENTERPRISE, Hilo for San Prancisco,
April 15.

1170 miles west of Honolulu, April 15.
WEST CATANCE, Panama for Honolulu, 1175 miles from Honolulu, April 15.
IMLAY, San Francisco for Shanghal, 1004 miles from San Francisco, April 15.
HYADES, Hilo for San Francisco, 1539 miles from San Francisco, April 15.
GRIFFICO, San Francisco for Honolulu, 630 miles from San Francisco for Beilingham, 10 miles from San Francisco.
RAINER, San Francisco for Beilingham, 10 miles from San Francisco, Tug SEA MONARCH towing saling ship SANTA CLARA, San Francisco for Biaines, Wash, 60 miles north of San Francisco.

# PROSPERITY IS AT HAND

TIDE OF DEPRESSION HAS REACHED ITS EBB.

P. M., British steamer Eurymachus, for Portland, Sailed at 4 P. M., motorship Stage and Sales of Staples Show Marked Increase.

Liberator, for Seattle.

SHANGHAI. April 14.—Salied—West Ivis, for Seattle.

SEATTLE, Wash., April 16.—Arrived—Bakerafield, from Hamburg via Antwerp, Liverpool, London, Giasgow, Balkoa and San Francisco; Yosemific, from San Francisco; Washtenaw, from Port San Luis. Departed—Mandasan Maru, for Darien via Yokohama, Kobe, Shanghai, Darien and Hongkong; Yosemite, for San Francisco; W. B. Flint, for San Francisco; W. B. Flint, for San Francisco; W. B. Flint, for southwestern Alaska.

SHANGHAI. April 13.—Arrived—Steamer Bearport, from Portland.

BALBOA, April 13.—Arrived—Steamer Iowan, from Portland for Beston.

YOKOHAMA, April 12.—Salied—Steamer Coaxet, for Portland from Hongkong.

SAN FRANCISCO, April 16.—Arrived—Tokoyo Maru, from Vaiparaiso; Ohloan, from New York; Pleiades, from Philadelphia; Johan Poulsen, from Astoria, Salied—Meerdyk, for Rotterdam; West Islip, for Maniki, Wilhile, for Seattle; Granite State, for Calcutta.

SAN PEDRO, Cal., April 16.—(Special.)—Arrived—President, from San Francisco, 3. P. M.; Carlos, from Grays Harbor, 4. P. M. Salied—Orguille River, for Fort Bragg, 6. P. M.; Santa Monica, for Eureka, 5. P. M.; Santa Monica, for Eureka, 5. P. M.; Santa Monica, for Eureka, 5. P. M.; Whittler, for Port San Luis, 5. P. M.; Santa Monica, for Eureka, 5. P. M.; Whittler, for Port San Luis, 5. P. M.; Santa Monica, for Eureka, 5. P. M.; Whittler, for Port San Luis, 5. P. M.; Santa Monica, for Eureka, 5. P. M.; Waittler, for Port San Luis, 5. P. M.; Santa Monica, for Eureka, TACOMA, Wash., April 16.—Sailed— Washtenaw, for San Prancisco via ports.

CEREAL TRADE WITH LATIN AMERICA IMPROVES.

South America.

The Japanese steamer Tokyo Maru of the Toyo Kisen Kaisha, which cleared from Portland last week for the west coast of South America, carried large shipments of wheat and flour. This was the first wheat to go from Portland to South America for several years.

Cisco.

WAPAMA, Portland for San Francisco
190 miles north of San Francisco.

ADMIRAL DEWEY, Seattle for Sat
Francisco, 125 miles north of San Fran-

LIBBY MAINE, Seattle for Cooks Inlet, 430 miles from Cape Fiattery April 15.

WEST JAPPA, Yokohama for Vancouver, 1431 miles from Cape Flattery April 16.

CHEPADOS, Sydney for New York, 80 miles southwest from Tutulla April 16.

LANSING, Honolulu for San Pedro, 604 miles from San Pedro, 804 miles from San Pedro, MANOA, Honolulu for San Francisco, 1360 miles from San Francisco for Kahulul, 1630 miles from San Francisco for Kahulul, 1630 miles from San Francisco, April 15.

At the Grays Harour Bullion and Charles Honolulu. The steam schooners Solano and Charles Christenson arrived last night from San Francisco. The Solano will take on a carso at the Bay City mill and the Christenson at the American mills, Aberdeen.

COLONEL E. L. DRAKE.

Honolulu, 737 miles from Honolulu, 737 miles from Honolulu, 737 miles from Honolulu, 737 miles from San Francisco Sen. Francisco Garago, 1514 miles from San Francisco Gisco, 1514 miles from Honolulu, 737 miles from Hono

deen.
Ships loading in port tonight include the steamers Solano, Charles Christenson, Everett and West Ivan, cisco, 1514 miles from San Francisco April 15, NANKING, Orient for San Francisco PORTLAND, April 16.—Sailed at 2 P. M., barge 93, for San Francisco. Sailed at 10 P. M., steamer El Segundo, for San Wash, 60 miles north of San Francisco. ROSE CITY, Portland for San Fran-isco, 224 miles north of San Francisco.

SAN FRANCISCO, April 15.—Sailed at 3 Price Readjustment Nearing Final

it . Commodilies that have been artifi-cially sustained, or have not yet responded to the demand for a same reduction of prices, will surely seek their level, and all lines must eventually reach a basis of true values founded on the law of supply KOBE, April 18.—Sailed.—Wheatland and demand.
Montana, for Portland. "The natio

"The nation is financially and econor

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diated, efferivescent war values and re-adjust our business to the changed condi-tions, industries that were sidefracted by the war will be revived, needed improve-ments that were held in abeyance will be completed, and an era of good business based on a fair and reasonable trargin of profit will ensue. We believe the tide of depression has reached its elb and that the flood of a healthy commercial pro-perlty already has set in."

Coffee Futures Decline Coffee Futures Decime.

NEW YORK, April 16.—The market for coffee futures was lower today under scattering liquidation. The opening was at a decline of 4 to 8 points and closed with the general market showing a ust decline of 9 to 11 points. Close: May 5.6c. July 6.10c. September 6.9c. October 6.9c. December 6.9c. January 7.05c. March 7.20c.

Spot coffee duil: Rio Ta. 6 # 6 %c: Sanion Duluth Linseed Market.

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S. S. CITY OF SEATTLE— (Southeastern Alaska), April 22, S. S. ADMIRAL WATSON— (Southwestern Alaska), April 26, TRANS-PACIFIC PREIGHT SERVICE

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