

\$87,700,000 VALUE OF OREGON'S EXPORTS

Total for Oregon Customs District Announced.

EXCESS IS \$6,272,016

Highest Figure in History of District Is Attained; Manifests Are Basis.

Exports from the Oregon customs district for the calendar year ending at midnight had a total value of about \$87,700,000, the highest value for a year's exports in the history of the district. This figure surpasses by \$6,272,016 the total value of exports from the Oregon district for the calendar year 1930, which was in itself a new record.

For the first 11 months of the calendar year 1931 the official figures of the bureau of statistics, United States department of commerce, give a total value of \$82,428,538. To this sum is added \$5,271,462, the value of exports from Portland for the month of December. This figure was obtained from the calculations made by the Merchants' Exchange of manifest values at the customs house. To the total from Portland will be added the value of the month's exports from Astoria and Coos Bay to give the exact total for the customs district for the year.

The full significance of the growth of export business in the Oregon customs district is realized only when it is considered that this is the only seaboard customs district in the United States in which the value of the exports is even equal to that of 1929. Ports to the north and south on the Pacific coast have been losing heavily, as well as the ports of the Gulf of Mexico and the Atlantic.

The largest single item in the export values for December was, as usual, wheat, which amounted to \$25,958,358, or 29.6 percent of the total. Flour exported during the month amounted to 146,754 barrels, valued at \$734,025. Of lumber, 23,507,148 feet were exported, with a value of \$803,608. This listing includes logs and squared timbers as well as finished lumber. The value of the month's exports was made up of \$753,844 worth of miscellaneous general freight.

SHIPPING MERGER UNCERTAIN

Puget Sound Maritime Interests Are Willing to Be Shown.

PUGET SOUND BUREAU, Seattle, Wash., Dec. 31.—The \$20,000,000 merger of Pacific Northwest maritime interests, proposed by Herbert Fleischer of San Francisco, with the approval of Chairman Lasker of the shipping board, will be completed only if the commercial organizations and shipping interests of Puget sound can be persuaded to join. There are no special demonstrations of enthusiasm in Seattle and Tacoma, nor is any open opposition manifested. By private admission, however, it is adversely affected by such a combination. The general attitude is one of willingness to be shown.

In response to the invitation received from the San Francisco chamber of commerce, reply has been made to the effect that the chamber of commerce and Tacoma maritime club will send committees to a coast conference on the matter whenever the date for such a meeting shall be fixed.

President Hoyns of the Seattle chamber, telegraphing an acceptance of the invitation, said that the meeting held at as late a date in January as possible, as it would be difficult to assemble a qualified committee immediately after the first of the new year.

VETERANS TO HAVE SCHOOLS

Disabled Men Will Learn Ocean Service and Music.

WASHINGTON, D. C., Dec. 31.—Plans are under consideration for the establishment by the United States veterans' bureau of a nautical school for disabled men. The school, which will be trained to become officers and engineers of the American merchant marine, will be established at the announcement of Colonel Charles R. Forbes, director of the bureau.

Colonel Forbes said there are thousands of disabled men who would be physically able to undertake marine occupations and that special opportunities await men trained in this line. He said he had been approached on a site for the school at a point in the south to be announced when his plans for the school have matured.

It also plans to establish a government music school for the education of the disabled men with musical talent. Colonel Forbes said, "The music school will be established in the division of the bureau are making rapid strides toward their rehabilitation. I intend to offer them every advantage."

DOCK CONTRACT IS AWARDED

\$21,000 Job at Kalama Is Won by Vancouver Concern.

KALAMA, Wash., Dec. 31.—(Special.)—The port commission let the dock contract to the Lewis River Logging company, line operated by George McCoy of Vancouver, the price being \$21,000. Most of the piling is cut and work will commence in the near future. The first unit of 92 by 170 feet will be constructed and equipped with cranes and other conveniences for the loading and unloading of ships. The water at the dock site, which is located just north of the Barr shingle mill at the old Northern Pacific ferry slip, is 42 feet deep and will accommodate a ship coming into the Columbia. Ralph Schaeffer of Portland purchased the port bonds amounting to \$42,000.

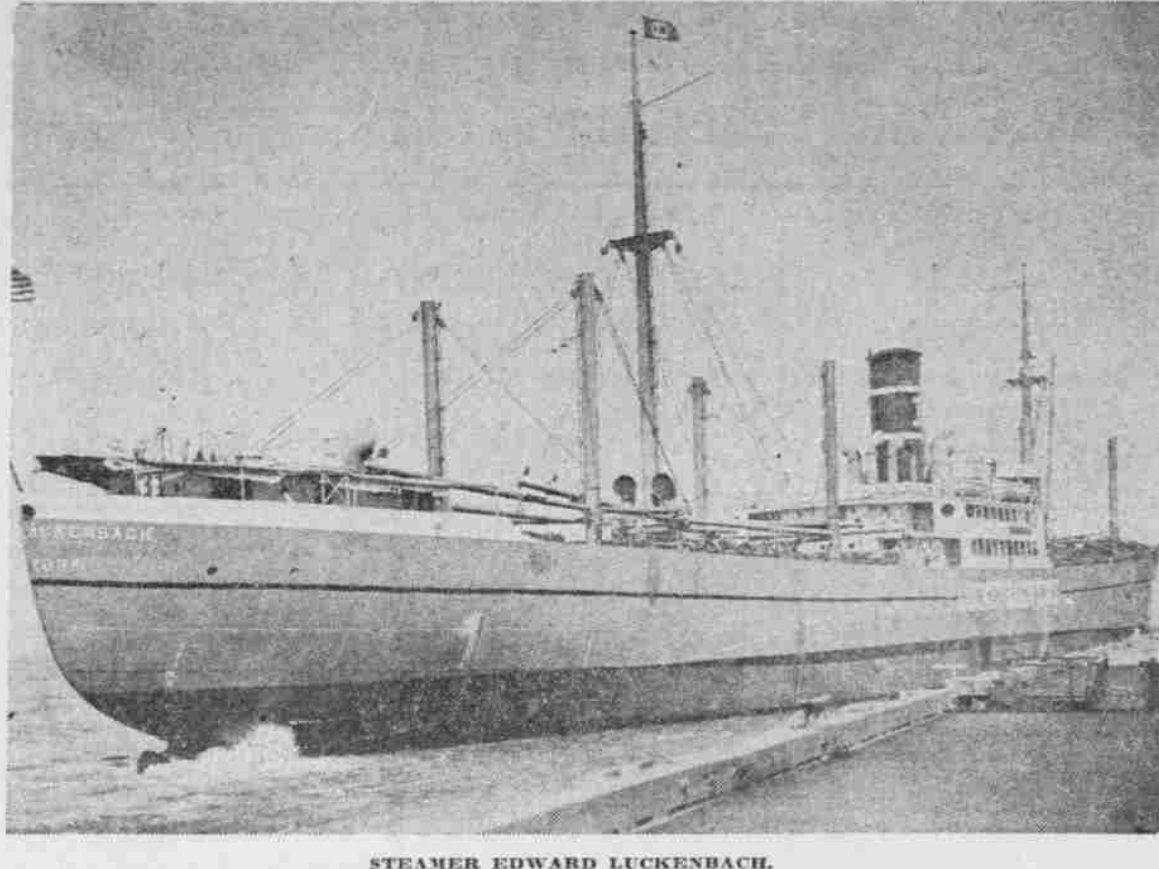
NYANZA IS EXPECTED NEXT

New Caller on Run to Take Cargo to Houston and Galveston.

The steamer Nyanza, a new vessel on the run, will be the next caller at Portland in the service of the Pacific Coast Steamship line, operated by Swaine & Hoyt of San Francisco and represented here by A. M. Gillespie, Inc. She is expected here January 18 and will be the first of a new line of ships to call at the Columbia. The steamer West Notus is scheduled to depart Portland about the middle of January to load for ports of the east coast of South America.

Tides at Astoria Sunday:
High Water, 8:08 A. M.; 2:03 P. M.; 8:08 P. M.
Low Water, 1:39 P. M.; 7:59 P. M.; 1:39 A. M.

LUCKENBACH LINER BREAKS OWN SPEED RECORD IN TWENTY-DAY RUN FROM PHILADELPHIA TO PORTLAND.



When the steamer Edward Luckenbach of the Luckenbach intercoastal service arrived at Portland the day before Christmas, it broke its own coast-to-coast speed record of several voyages before, when she steamed from Philadelphia to Portland in 21 days. On this trip she made it in 20 days. Her actual running time was only 16 days 16 hours and 21 minutes. The last leg of the journey from San Francisco was made in a running time of 34 hours and 58 minutes from dock to dock, including a trip up the Columbia and Willamette rivers at a speed of 15 knots.

Her time on the other legs of the intercoastal voyage was as follows: Sailed from Philadelphia December 4 and arrived at Panama canal December 9; time, 5 days 11 hours 6 minutes. Sailed from canal December 9 and arrived at San Francisco December 20; time, 11 days 15 hours 18 minutes. Sailed from San Francisco December 20 and arrived at Portland December 29; time, 9 days 13 hours 18 minutes.

The Edward Luckenbach is commanded by Captain E. Green and carried the usual general freight taken by all liners in the intercoastal service.

Leading in foreign exports, from the customs district of Washington. All indications show that the coming year will be a banner one for the port. Lumber shipments through Tacoma and from Tacoma mills the last two months have reached 1,000,000 feet of lumber, and Japan and China have secured much of this cargo. Copper, flour and wheat exports have been heavy. Flour was valued at \$1,541,228, or 1.75 percent of the total. Wheat, 1,070,071 barrels, copper ingots 48,271 tons, or \$12,770,000, lumber, 1,000,000 feet, or \$12,770,000, wheat, 1,070,071 barrels, or \$12,770,000, cotton 75,000 bales, or \$6,400,000. The total value of the month's exports was \$87,700,000.

The Willamette, for California ports, was due to sail this afternoon although the weather was not ideal. The vessel will sail tomorrow. The steamer will take a full load of lumber south.

A strong bid for the passenger traffic between the Pacific and Atlantic coasts through the Panama canal is being made by the Pacific Mail Steamship company, according to a report received here. The company is just out from its line, received here from T. A. Graham, vice-president and general manager of the Pacific Mail.

Under the new schedule a large passenger steamer of the Pacific Mail line will leave San Francisco every 18 days for New York and these vessels will leave New York for the Pacific coast at the same interval. The steamer Santa Ana, of 14,000 tons displacement, has been added to the run with the steamers Ecuador, Colombia and Andes. The new schedule will be that of the Venezuela from San Francisco January 3, and from Los Angeles two days later. This same vessel will start the west-bound service from New York February 8.

A line of call eastward from San Francisco will be Los Angeles, Manzanillo, San Jose de Guatemala, Acapulco, La Libertad, Panama, canal zone, Colon, New York, and New York. The line will be touched in reverse order on the westward voyage.

The steamer Canada, of the Canadian government merchant marine fleet, is due in port Monday from Vancouver. The steamer will be the first of a new line of ships to call at the Columbia. The steamer will take a full load of lumber south.

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WHEN RNS AGRONO

MONSTER ATTEMPTS TO GO THROUGH CANAL

75-Ton Locomotive Crane Unable to Lift Animal.

The disastrous attempt of a whale to avoid the long swim around Cape Horn by cruising through the Panama canal is related by the New York Maritime Register. The whale, which swam in from the Caribbean through the canal, grounded in shallow waters to the east of the canal proper, about a quarter of a mile from the Cristobal coaling plant, in the evening of November 17. It was unable to extricate itself and remained there, with its head and front of its back showing above water.

A group of canal employees undertook to salvage the animal. On the morning of November 19 they killed it by machine-gun fire, directed from a launch, and towed it with a tug to the east end of the canal. A 75-ton locomotive crane was unable to lift the whale, and the animal was after continued efforts the salvage was abandoned, as the animal was not a sperm whale and was decomposing. In the morning of November 21 the tug Porto Bello towed the whale into deep water about 12 miles beyond the breakwaters and the carcass was bombed by two torpedoes. Two 160-pound bombs were dropped from a height of 1000 feet. The first struck the tail and tore a large hole in the skin. The second fell opposite the head about 15 feet to one side.

The incident aroused a great deal of interest among residents of the isthmus. Hundreds of people went out in launches and canoes to see it while it lay in the canal. The whale was estimated to be approximately 125 tons. It was female, of the kind known as flat humpback and is said by men of whaling experience to have been unusually large.

NEW CONFERENCE PROPOSED

Attempts Will Be Made to Revive Rate Agreement in Pacific.

The first thing trans-Pacific steamship operators will do this year will be to try to patch together the fragments of the Pacific westbound conference into a unified body. James W. Crichton, district agent of the emergency line corporation, and J. C. Dawson, vice-president and general manager of the Columbia-Pacific shipping board, are expected to meet here today. The first steamer to take cargo at the lower tariff will be the steamer Manana, Wednesday morning, for San Francisco. The steamer will take a full load of lumber south.

Heavy weather offshore has delayed the arrival of the Dutch steamer, the Halapampa. The vessel wireless yesterday that it should reach this port tomorrow. The vessel is loaded with Dutch East India products.

William Kincaid severed his connection as operating manager of the United States shipping board for this district today. He announced several weeks ago that he would leave the board. He is now in San Francisco, where he is expected to meet with the steamer Manana, Wednesday morning, for San Francisco. The steamer will take a full load of lumber south.

After several days at Port Allen loading pulp for New York, the lastman line steamer, the Kaituma, is expected to arrive here today. The steamer will take a full load of lumber south.

The French freighter Mississippi cleared today for Bordeaux and Hamburg range via Portland. This boat is carrying wheat, and is expected to arrive in Europe.

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BIDDER ASKS COURT TO TAKE ACTION AGAINST BOARD.

Concern Declares That It Complied With All Requirements, But It Has Not Received Vessels.

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Justice Stafford issued an order for the members of the shipping board to show cause why they should not be compelled to execute the contract. The company in its application declared that it was the only bidder for the ships, which were offered for sale several months ago and sent its check for \$60,270, being fully one-third of the amount of the bid. The board accepted the bid, according to the company, as amended August 9, but now refuses to execute the contract.

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