

SHIPS OF COAST SHOW DROP IN 1921

Every Pacific District Hard Hit by Import Commerce.

SHRINKAGE IS GENERAL

All Regions but That of Oregon Suffer Slump in Exports; Local Trade Increasing.

Every customs district on this coast suffered a shrinkage of cargo during the year 1921, and every district but Oregon suffered a loss of exports, according to the complete data for the years commerce made available here for the first time in the monthly report of the bureau of foreign and domestic commerce of the federal government.

That the shrinkage in values of imports and exports has stopped, however, is indicated by the report, which shows all Pacific coast ports holding their own for the last six months. In fact, last December's imports entered at San Francisco and Los Angeles were the largest in point of value to pass through those ports in a single month for several years.

Oregon Exports Rank Third. On the basis of the totals for the calendar year 1921, Oregon, which consists principally of Portland, though including also Astoria and Coos bay, ranks third among Pacific coast districts for value of exports, but is seventh for value of imports. The only district on this coast whose imports are larger than those of this district is Alaska.

The steady volume of imports and exports moving through the ports of Puget sound, the Columbia river and San Francisco during the last six months is shown in the following table, compiled from consecutive issues of the monthly government reports:

Table with columns for Month, Oregon, Wash., San Fran. July, Aug., Sept., Oct., Nov., Dec., Totals.

Imports. Oregon, Wash., San Fran. July, Aug., Sept., Oct., Nov., Dec., Totals.

Exports. Oregon, Wash., San Fran. July, Aug., Sept., Oct., Nov., Dec., Totals.

A compact comparison of the value of imports and exports for each of the Pacific coast customs districts for the calendar year 1921, compared with that of 1920 is given in the following set of official figures:

Table with columns for District, 1920, 1921, % Change.

WOOD SHIP DEAL IMPORTANT Big Lumber-Carrying Fleet May Be Outcome of Purchase.

RAYMOND, Wash., Feb. 18.—(Special.)—It has been pointed out by Raymond shipping experts that the recent sale of the 71 shipping board wood hulls and partially completed ships, now on the Pacific coast, to A. C. Humphrey as agent for Herbert Fleischacker, San Francisco capitalist, may prove the nucleus of a fleet of lumber-carrying ships for the Pacific northwest.

It is stated that several of these vessels are being equipped with power plants installed, and that it would not require extensive alterations to remodel them into large ocean-going ships. Humphrey has converted into lumber barges loaded with lumber at Raymond and other northwest ports, between San Francisco and the Panama canal, in less than 40 days.

Assuming that four such barges were allocated to each tug, all port delays could be eliminated and continuous and maximum service be had from each tug. The value of the four remodeled barges, including the towing vessel, would be less than one-fourth of that of the average steel freighters capable of carrying the same quantity of lumber.

OLD WINDJAMMER BROKE UP Famous Clipper Ship "Glory of the Seas" Victim of Barnacles.

TACOMA, Wash., Feb. 18.—An old clipper ship, the Glory of the Seas, which 45 years ago set a record for windjammer's between San Francisco and Australia, is being broken up here following the discovery that barnacles have eaten into her hull.

The stout old ship was built at the famous Donald McKay yards in Boston, Mass., in 1876, and since then has sailed on the fastest seas and called at most of the important ports around the globe.

Some years ago the Glory of the Seas was purchased by a Tacoma fish company and was put in the service between Puget Sound and Alaska. Each spring she would spread her canvas and sail away to the north, carrying supplies and employees for the Alaska canneries operated by the company, and, in the fall, would return with the season's catch.

The old boat was built of oak and other tough woods and some of these are still in good condition. She is being broken up for what metal she holds.

WORKMEN WILL GET GLOVES Shipment of Door to Be Handled With Unusual Care.

A. C. Callan, Portland agent for the Williams Steamship company, will stage something of a masquerade at the company's next Tuesday when he provides every longshoreman with a pair of white gloves and will check at the south end of municipal terminal No. 1 Tuesday morning.

The steamer Willhoit left San Francisco for Portland at 6 o'clock yesterday morning, according to advice received by Mr. Callan, and will dock at the south end of municipal terminal No. 1 Tuesday morning.

FLEET SALE DISCUSSED

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