SUBSIDY HELD NEED IN BUILDING FLEET

Merchant Marine Declared Cost to All Nations.

SPECIAL AIDS REQUIRED

Every Country Said to Have Given Help in Development of Its Own Shipping.

Is America destined to regain her lost position as a maritime nation? Will the American flag once more float over vessels carrying the products of American initiative and industry to the four corners of the globe, as they did in bygone days? These are questions that are arousing greater interest every day and because the American people are beginning to think of all forms of transportation to a greater degree than ever before. The Sunday Oregonian has arranged to print a series of seven authoritative articles on America's shipping problem, each article being written by a commissioner of the United States shipping board and each article dealing with a separate phase of this problem.

The first of the series was written by Commissioner Edward C. Plummer of Maine. Mr. Plummer has followed the sea since his boyhood and is saturated with all the maritime traditions of a born "Down Easter." In this article Mr. Plummer gives a brief outline of the history of various forms of aid America has given to her shipping.

BY EDWARD C. PLUMMER.
Commissioner of the United States Shipping Board.

It is an historical fact that every nation which has had a real merchant marine has paid for it in some form or another. Sometimes that payment has taken the form of cheap labor, in which event the laborers have borne the burden. Sometimes it has taken the form of cheap coal and cheap ore, in which event the coal and ore, in which manufacture of ships when these products might have been sold elsewhere for cash and the cash spent on other things. Upon other occasions the payment has taken the form of a subsidy, a subvention, a bonus or a discriminating customs duty in favor of the home-built or home-operated ship of the nation which desires to maintain its own national service on the high seas.

In almost every instance the nation offering special aids to shipping has done so to meet some handicap imposed upon it by certain natural or economic resources possessed by other nations. One nation may have cheap coal and cheap ore. It can build steel ships more cheaply than the nation not possessing these resources.

Cheap Labor One Cause.

Another nation might have cheap labor, due usually to overcrowded population, which finds its outlet in going to sea and working cheaply. Other nations, lacking one or all of these assets and desiring to be independent in the transportation of its own products, does something to overcome them.

After all, when it is shorn of its economic or political verbiage, a ship subsidy or any other special aid for ships is as simple in its basic features as the question which confronts a farmer or a manufacturer when he is some distance from his market. The farmer produces his crops to sell. The manufacturer makes his goods to sell. If he is so far from his market that the market will not come to him, he must add to the general cost of his operations transportation facilities of his own to see that his products are taken to the market.

The details of this phase of the American shipping problem will be discussed in subsequent articles in this series by other members of the shipping board and in my contribution to the general effort to bring home to the American people the practical needs of the present situation I shall confine myself to a simple review of what has been done from time to time and what is being done now in the way of national aids to shipping.

Subsidy Is Discussed.

There has been some criticism of the use of the word "subsidy" on the ground that the American people are opposed to subsidies; that they do not like the sound of the word. This argument does not impress me greatly. The American people are essentially hard-headed in spite of the undeniable fact that they are at the same time sentimental. They are sentimental because they love right for right's sake.

But when, because a thing is right, they set forth to do it, they at once become essentially practical and insist on throwing sentiment aside while the actual job is being done. The present job of feeding the famine-stricken Russians is a case in point. Sentiment caused us to appropriate $20,000,000 for the work. Hard-headed business sense caused us, under the direction of Secretary Hoover, to put the best men we could find at work on the distribution and do it in the best business method possible.

Sound Reasons Wanted.

So, with the ship subsidy problem, the American people must first know that it is right to have a subsidy and then they must know that a subsidy is practical, that there is sound reason for it and that there will be a sound administration of it. Before getting into the details of the question it would be well to take a brief glance at what has been done in this field from time to time.

Soon after the settlement of the New World began, the necessity of owning and operating their own ships was borne in upon the American people. In 1607 the Popham pioneers built the little ship Virginia, whose trans-Atlantic voyages became famous. The Pilgrims soon found it unwise to trust the cargoes, which, to them, were priceless, to foreign vessels, and consequently they established the first aid to shipping by exempting shipwrights from military service. That exemption was a bounty which could not be measured in money, for it took from the fighting forces men who were sorely needed and exposed those not exempted to even greater dangers, but it was a necessary sacrifice and the Pilgrims paid the price willingly.

Ships Built at Once.

As soon as the Puritans had built houses enough for their shelter they turned at once to the construction of ships, and, in 1641, Rev. Hugh Peters, later one of Oliver Cromwell's aides, built a 300-ton vessel, which was one of the great ships of her day. This ship was the forerunner of others that eventually gained us such prestige in the West Indian trade that Great Britain had to take steps to meet the advantages we had gained. And this within 30 years after the Pilgrims had landed.

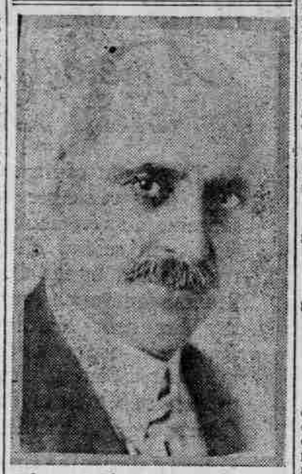
In 1663 a law was passed in England which proclaimed that "no commodity of the growth, production or manufacture of Europe shall be imported into British plantations except in British-built shipping, whereof the master and three-quarters of the crew are English."

It will be noted that this was protection for the English producer, shipbuilder, ship owner and the sailor—an aid designed to meet superior competitive conditions. It was one of the several acts on the part of England that really caused the revolution. And in the revolutionary war the speed of the American built craft played a part well known to every student of American history.

War Hurts Shipping.

From 1783 to 1789, when this country had no general government, shipping suffered. Great Britain controlled the West Indies and kept our ships out. Slaves died for want of salt fish and other foods which the Americans had brought to them, but, in spite of that, the British prohibition against the use of American ships in that trade was not lifted. This attitude led the West Indian planters to connive at smuggling by the Americans.

On July 4, 1789, congress passed one of the first important acts to aid American shipping, an act which



Edward C. Plummer, commissioner of the United States shipping board.

was followed by other acts fixing discriminatory duties which were, in effect, a bounty of 44 cents a ton paid every time an American ship entered an American port. This, with the preferential tariff duties, developed the American merchant marine at a rate never equalled before or since. Ten years after the government granted the first aid we had one ton of shipping in the foreign trade to every eight of our inhabitants.

Subsidy Laws Reviewed.

An excellent historical review of what America has done in the matter of assistance to its shipping is contained in the July issue of The Congressional Digest, on pages 5 and 6, under the heading, "Ship Subsidy Legislation in American History."

In the meantime other nations in modern days have resorted to various systems of aid. England, with her coal and iron at hand and her cheap labor and dense population, which drives her people to the sea, has made use of various forms of postal subventions to aid her fast passenger ships, and has always shipped her troops to and from India in private owned vessels instead of in army transports.

In other ways she has given guarantees of business to certain types of vessels in order that they might be running and ready for the occasional needs for which they were designed. Germany, Italy and France have all had construction bounties of one kind or another. Japan, until recently, had to have her ships built abroad because, on account of her lack of coal, she could not make them cheaply. Now she has Chinese coal fields and these, with her cheap labor, plus her navigation bounties, have started her on the way to becoming a great shipping power.

American Fleet Needed.

The point of ship subsidies is that each nation has resorted to them in one form or another whenever they were necessary to insure her having control of the shipment of the goods she intended buying and selling abroad. The circumstances in which America now finds herself make it necessary for her to have an ocean carrying fleet under her own flag and to do this a subsidy is necessary.

WRECK WILL BE REMOVED

Sunken Welsh Prince Obstruction Officially, Not Actually.

In connection with bids being asked for the removal of the wreck of the British steamer Welsh Prince, lying at Altoona, various unexpected questions have been asked of attaches at the office of Major Park, corps of engineers, U. S. A., and one yesterday was as to why the wreck was held to be an obstruction to navigation when vessels were passing around it at a distance of 500 feet and that the specifications provided for a maximum of 360 days in which to get it out of the way.

As part of the wreck lies on the range which marked the part of the channel traversed before, it is held an obstruction, inasmuch as it is aimed to restore the former direct route there if possible. While there is abundant water between the vessel and the Washington side, the vessel is officially rated as an obstruction.

Notice to Mariners.

The following affects aids to navigation in the 17th lighthouse district:

Columbia river—Baker bay buoys 1 and 2, temporarily discontinued July 22. Welsh Prince wreck light temporarily established July 22 pending action on the removal of the wreck; a white post lantern light of 60 candlepower shown at a height of 15 feet from a davit on wreck about 60 yards from the stern. On account of portions of the wreck being submerged vessels are cautioned not to approach within about 80 yards of this light.

Westport crossing light reported carried away was replaced. Float structure temporarily marking position will be removed without further notice. Fisher island light reported carried away was replaced July 19. Slaughters bar light No. 3, reported carried away was replaced July 18.

Cascade locks float light reported temporarily discontinued was replaced July 3.

Grays Harbor—Whitcomb flats bell buoy 8, reported carried away was replaced July 18.

Umatilla reef light vessel replaced on station July 20 and relief light vessel withdrawn.

Puget sound and adjacent waters—Portage bay range rear light reported carried away July 16, will be replaced as soon as practicable. Webster point light reported extinguished July 13, was relighted July 14.

By order of the bureau of lighthouses,
ROBERT WARRACK,
Supt., 17th Lighthouse District.

Marine Notes.

In connection with information desired by Grays Harbor authorities as to the system and methods of the harbor patrol, as it is contemplated to establish such a force there, it is recalled that the Portland regulations have been asked for by some of the larger coast cities. While there have been rules enforced here to which skippers at times objected, some of them have been adopted at other harbors in the interest of saving lives and protecting health.

The French steamer Texas at the Harvey dock loading timbers for Europe, attracted considerable attention yesterday from passers-by on the Burnside street bridge. Some of the timbers are being loaded from the water and for the first time many have gained an idea of the work of longshoremen in stowing the big sticks aboard.

Milo Hoadley, first assistant superintendent of the 17th lighthouse district, has returned from Yaquina bay after passing on the site and plans for a dwelling for the use of the lighthouse keeper.

The Dutch steamer Eembyk of the Holland-American line reached the river yesterday from European ports via California harbors and Puget sound. She has a light inward freight list for Portland delivery and will take aboard some cargo for the other side of the Atlantic, though being between seasons as concerns the cereal trade the ships will be limited.

The steamer Georgina Rolph of the McCormick line got away yesterday for San Francisco and San Pedro with general cargo and lumber, while the Annette Rolph, sister ship and fleet mate, was scheduled to pass out of the Golden Gate on her way here.

The steamer Johann Poulsen, laden with lumber for San Pedro, was dispatched yesterday from Westport.

The shipping board steamer Memnon, which is working her first cargo as she was tied up soon after being completed, worked the last of the Portland cargo awaiting her for South American ports and sailed yesterday. She is under the flag of the General Steamship corporation.

The American-Hawaiian steamer Ohioan, bound for North Atlantic coast harbors, left Westport for sea last night.

H. L. Hudson, manager of the port traffic bureau, returned yesterday from Seattle, where he attended a convention of northwest apple growers.

STEVEDORE RATES FIXED

SHIPPING BOARD SCHEDULES EFFECTIVE TUESDAY.

Some Firms Object to Certain Features of Agreement, But Main Points Accepted.

Schedules compiled by a special committee of the shipping board covering stevedoring charges and conditions at Portland, and other points between this harbor and the sea, have been signed by some stevedoring firms and become effective Tuesday. Compared with charges under which government vessels have been worked during the last year a part of the schedule is said to be lower, while some items are higher.

One provision that is held by stevedores not to be equitable calls for ships being rigged and unrigged for loading and discharging at the expense of stevedores. It is contended that there are times when vessels arrive with Portland cargoes in all holds, so each must be rigged, hatches removed and other preparatory work done, though there may be a relatively small amount of freight to handle, the schedule covering which may not compensate him for work entailed. All cargo will be handled under a short ton basis, 2000 pounds.

It is included in the statement of conditions that the stevedores carry insurance protecting the government against liability to the public for the injury or death of any person, in the sum of $10,000, and $20,000 for the injury or death of any number of persons in a single accident; liability arising under the workingmen's compensation act in the sum of $10,000 for any one employe, and $20,000 for more than one employe. On overtime and legitimate ship's work cost, plus 12 per cent, is allowed, overtime to be billed on the difference between that rate and the straight time scale and according to the wage agreement prevailing.

The shipping board assigned a committee to go into stevedoring charges at the principal ports on both coasts, and in the gulf, during the spring and the schedules are the result of its recommendations.

Portland stevedores compiled a lengthy statement at the time and suggested changes in over-charges proposed in the committee's tabulations, a few of which are said to have been adopted. Not all stevedoring firms engaged here work shipping board carriers.

SCHOONER RECORD GOOD

UNDAUNTED REACHES CAPE TOWN IN 114 DAYS.

New Steam Craft Under Way at Peninsula Plant to Be Launched in Fall.

Completing a passage of 114 days, which is reckoned as creditable for a new ship and one of her type, the schooner Undaunted is reported as having reached Cape Town from the Columbia river Wednesday. She is operated by the Hart-Wood Lumber company as managing owners and Portlanders hold considerable stock individually. The record between the river and the South African port is about 87 days for sailers and passages extending to 140 days have been made, so it is figured the run of the Undaunted can be classed with the average.

The vessel was laid down as a steamer, having been one of two hulls remaining on the ways at the Grant Smith-Porter yard when the armistice was signed. In finishing her G. F. Matthews, now of the Peninsula Shipbuilding company, and associates made changes calculated to add to her qualities as a windjammer, and the result of her first run is said to have proved their work. Her future movements are not definite, there being charters under consideration, one of which may bring her home by way of Australia.

A new steam schooner under way at the Peninsula plant, which is to be added to the coast fleet under the flag of the Freeman interests, has advanced to a stage where a portion of the ceiling has been placed and other work will be carried along so she can take the water in the fall.

Log Raft Breaks Away.

ABERDEEN, Wash., July 29.—(Special.)—A raft of logs recently brought down from the Quillayute river broke away from a tug which was towing it to the Wilson mill this afternoon and jammed under the A. J. West bridge. The extent of the damage was not determined.

Chicago Potato Market.

CHICAGO, July 29.—Potatoes firm on barrels, about steady and sacks receipts 33 cars. Total United States shipments, 552 barrels; East Shore Virginia cobblers, $2.80@3.10; Kansas sacked cobblers, $2.80@3.10; Kansas sacked cobblers $1.15@1.25 cwt; Early Ohios, sacked, 75@85c cwt.; Minnesota sacked and bulk Early Ohios, $1@1.10 cwt.

Chicago Oil Market.

(By Chicago Tribune Leased Wire.)

CHICAGO, July 29.—Gasoline tank wagons, 21c; service stations, 23c; machine, 27.9c. Oil, summer, 11.4c; winter, 11.9c. Carbon perfection, iron barrels, 10½c. Linseed oil, raw, 1 to 4 barrels delivery, $1.03; boiled, $1.05. Turpentine, $1.48. Denatured alcohol, 40c.

Sugar Market.

SAN FRANCISCO, July 29.—California-Hawaiian raw sugar, 5.345c.

COAST NOT SHARING IN EXPORT TRADE

European Business Confined to Eastern Sections.

OFFER MADE TO CANCEL

Prices in This Territory Held by Wheat Men to Be Several Cents Out of Line.

There was no improvement in wheat trade conditions at the close of the week. Export club held at $1.12 with only one buyer interested and at the Merchants' Exchange all bids were the same as Friday.

Wheat business which has been done lately has been to fill previous sales. Although the east sold 12,000,000 to 15,000,000 bushels export during the week, the Pacific coast has not been able to participate in any new foreign business as prices current here, according to dealers, are 10 or 11 cents out of line.

As an indication of the attitude of the British buyers toward Pacific coast wheat, the Gray Rosenbaum Grain company is in receipt of a cable offering to cancel the sale of a parcel of four thousand tons, buyers making an allowance of two shillings threepence per quarter, which is equivalent to six and a quarter cents per bushel.

In view of Friday's wires indicating export sales from the Atlantic and Gulf aggregating 2,500,000 bushels, there is no lack of demand from Europe, therefore the only explanation of the desire to cancel is that Pacific coast wheats are not wanted at present values, buyers undoubtedly finding it to their advantage to sacrifice on their purchases here and replacing at the Atlantic or Gulf at lower prices.

The orient is not making offers for wheat at prices that can be accepted and it is the opinion of grain men here that as soon as the few old sales have been covered that coast prices will get down to a parity with the eastern sections. No support is expected from the mills which also report a lack of new business in export flour.

The foreign markets were weaker. Liverpool futures closed ¾c 1½d. lower and spot Australian was down 2d. at 11s 9d. Buenos Aires wheat closed 1½@2 cents lower.

The daily Chicago wire to the Gray-Rosenbaum Grain company follows:

"Colorless market with trade largely local, finding offerings heavy on early bulge and becoming oversold on break, causing closing rally. Export demand unimportant. Foreign news disappointing. Russia promising decidedly more grain than last year. Consider general situation against maintenance of values and believe values destined for lower level ultimately."

Eight cars of new wheat arrived at Minneapolis yesterday. A sample of new Marquis from Corona, S. D., the dry district of the state, graded No. 1 dark and weighed 61 pounds. Terminal receipts, in cars, were reported by the Merchants' Exchange as follows:

	Wheat.	Bar.	Flr.	Oats.	Hay
Portland—					
Saturday	34	..	3	..	15
Year ago	71	..	8	1	5
Season to date	633	6	129	27	137
Year ago	1668	24	198	58	124
Tacoma—Friday	8	..	..	..	..
Year ago	16	2	..	1	3
Season to date	352	3	78	5	16
Year ago	419	9	78	7	24
Seattle—Friday	17	..	4	..	3
Year ago	13	..	9	..	10
Season to date	395	..	113	31	93
Year ago	288	4	132	16	129

ADVANCES MAY BE INCREASED

Oregon Co-operative Growers to Receive Larger Sum This Season.

Tentative statements covering the 1921 pool of the Oregon Co-operative Grain Growers were sent out from the Portland office during the week. These statements cover the growers' account as it stood on May 31 of this year, and will explain a great many questions arising as to the checks which were mailed some time ago and which have been received by the growers.

The federal inspector's and the state inspector's reports on the out-turn of the cars in which association grain was shipped, showing grade, dockage and other discounts which might apply on grain shipped from country warehouses during May, June and July had not reached the office in time to be included in this report, and where the statements show "inventory grade subject to adjustment" an arbitrary discount was applied. Necessary corrections will be made in the final settlement after returns have been made on all association wheat in the 1921 pool. Advances made on the growers' account since May 31 were not taken into consideration in the statement.

When an advance was made in June the association stated that approximately 7 cents a bushel was yet due to the growers and would be paid in the final settlement. Sales of wheat since then warrant another advance of approximately 3 cents a bushel, and checks for this amount are being written at the present time. They will be mailed in a few days.

Financial arrangements are such that the association likely will be in a position to make advances on 1922 wheat just as soon as the tickets are received. Last year advances amounted to 70 per cent of the market value; this year the advance ratio may be increased to 75 per cent and will take into consideration whether the grain is sacked or bulk, and the grade, if known.

LEATHER IS STEADILY IMPROVING

Export Buyers Appear Who Have Been Out of Market for Years.

The general leather situation throughout the country shows signs of improvement with export inquiries from buyers who have been out of the market for several years past.

In sole leather, trading is enlarging. There are still complaints, however, that prices are not keeping pace with the hide market, except heavy finders' stock. Union sole is strong, with quotations firmly held. Sales are extending to all grades and weights. Steer backs are firm, with supplies of desirable brands limited and some tannages over-sold.

Both sole cutters and manufacturers are showing more interest in oak, with prices especially firm on finders' stock, although this is the dull period for this trade. In upper leather, business is steadily increasing in most lines, including calfskins. Recent advances on the latter are now more general. The advance on men's weight calf in the east, is now general, with sales increasing on all grades. There is more business in women's weights and some sellers are demanding price increases. Patent leather still shows a good domestic and export call, with production continuing large. In many instances, advances are asked and secured.

PECAN CROP FAILURE THIS YEAR

Estimates of Yield Range From 5 to 34 Per cent of Normal.

The smallest pecan crop since the marketing of this product has been an industry of any importance appears in prospect this season, not only for Texas, the chief pecan producing state of the nation, but for other nut growing areas of the United States, according to reports on the present condition of the crop.

The Texas crop is estimated at from 5 to 34 per cent of normal, with the total number of carloads that will be shipped from the groves of the country not exceeding 65 to 100. Texas may be expected to product probably half of that volume.

In view of the fact that pecan trees never bear heavily the year following a heavy yield a bumper crop was not expected this year, since the 1921 harvest was large, approximately one thousand carloads of the nuts having been harvested and shipped. At the beginning of the present season, however, indications pointed to a fair sized crop in many sections and a good sprinkling of nuts in almost every section.

This prospect has been virtually shattered, however, by the ravages of the case bearer, worms, caterpillars, needle bugs, wet weather and other causes.

LOWER BUTTER PRICE LOOKED FOR

Unsatisfactory Demand for Cubes at Close.

The week closed with an unsettled feeling in the butter market and a general belief that prices will be longer in the coming week. Local creameries, however, will be governed in their actions by the course of the market at Seattle. There was only hand to mouth buying of cubes yesterday and no outside business was reported. The surplus was stored.

Eggs were also slow with the course of the market uncertain.

Poultry and meats closed at unchanged prices with a weak undertone.

Bank Clearings.

Bank clearings of the northwestern cities yesterday were as follows:

	Clearings.	Balances.
Portland	$5,643,187	$ 499,677
Seattle	4,777,799	865,218
*Tacoma	.....	2,487,000
Spokane	1,263,237	467,078

Clearings of Portland, Seattle and Tacoma for the past week and corresponding week in former years were:

	Portland.	Seattle.	Tacoma
1922	$27,551,945	$29,768,508	*$14,082,000
1921	23,133,666	25,823,805	2,977,746
1920	36,760,034	34,677,337	4,148,424
1919	26,393,221	39,327,157	4,254,218
1918	21,687,556	34,541,169	4,967,587
1917	13,120,026	19,396,201	2,555,174
1916	10,793,256	18,625,778	2,039,440
1915	9,300,865	16,971,334	1,683,134
1914	9,553,174	11,118,507	1,994,606
1913	10,724,862	11,789,262	2,403,026

*Transactions.

Local Peaches Plentiful.

Melons and cantaloupes sold well yesterday at steady prices, but did not clean up. Oregon peaches were in good supply with most of them running to small sizes. Receipts of apricots were limited and prices were firm. One first car of Sebastopol Gravensteins is due Tuesday.

PORTLAND MARKET QUOTATIONS

Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session.

	Bid July.	Bid Aug.	Bid Sept.
Wheat—			
Hard white	$ 1.10	$ 1.10	$ 1.10
Soft white	1.08	1.08	1.08
White club	1.08	1.08	1.08
Hard winter	1.08	1.08	1.08
Northern spring	1.08	1.08	1.08
Red Walla	1.05	1.05	1.05
Oats—			
No. 2 white feed	36.00	33.00	33.00
No. 2 gray	34.00	32.00	31.00
Barley—			
Brewing	28.00	28.00	28.50
Standard feed	26.50	26.50	27.00
Corn—			
No. 2 E Y shipment	30.00	29.50	29.50

FLOUR—Family patents, $8 per bbl.; whole wheat, $7; graham, $6.80; bakers' hard wheat, $7.80; bakers' bluestem patents, $7.60; valley soft wheat, $6.25; straights, $6.35.

MILLFEED—Price f. o. b. mill: Mill-run, ton lots, $34; middlings, $41; rolled barley, $37@39; rolled oats, $43; scratch feed, $49 per ton.

CORN—White, $37; cracked, $39 per ton.

HAY—Buying price f. o. b. Portland: Alfalfa, $16@16.50 per ton; chest, $14; oats and vetch, $17; clover, $15; valley timothy, $18; eastern Oregon timothy $21@22.

Butter and Country Produce.

BUTTER—Cubes, extra, 38c per lb.; prints, parchment wrapped, box lots, 46c; cartons, 47c. Butterfat, 46@47c delivered station; buying price, A grade, 44c.

EGGS—Buying price: Current receipts, 19@20c doz.; henneries, 22@23c doz. Jobbing prices: Case count, 21@22c; candled ranch, 25; selects, 28c. Association selling prices: Selects, 29c; browns, 28c; firsts, 26c; pullets, 24c.

CHEESE—Tillamook triplets, price to jobbers, f. o. b. Tillamook, 26c; Young American, 27c; longhorns, 27c pound.

POULTRY—Hens, 12@21c lb.; broilers, 18@20c; ducks, 15@22c; geese, nominal; turkeys, nominal.

VEAL—Fancy, 13@13½c per pound.

PORK—Fancy, 15½@16c per pound.

Fruits and Vegetables.

Local jobbing quotations:

FRUITS—Oranges, Valencia, $8@10.50 per box; lemons, $7@8.50; grapefruit, $5@8 box; bananas, 8½@9½c lb.; cantaloupes, $1.25@2.25 crate; cherries, 8½@9½c per pound; peaches, $1@1.75 box; apricots, $1.50@2.25 per crate; plums, $1.50@2.25 per box; watermelons, 2c per pound; casabas, 4c pound; new apples, $2.50@3.75 per box; blackberries, $2.40 per crate; pears, $3.50@3.75 box.

POTATOES—New, 2½@2¾c per pound; sweet potatoes, eastern, $1.75 per crate.

ONIONS—Yellow, $2.25 sack.

VEGETABLES—Cabbage, 2½@3c per pound; lettuce, $1.50@2.50 crate; garlic, 15@20c per pound; green peppers, 20@25c per pound; tomatoes, 50@75c per crate; cucumbers, $1 per box; green peas, 5@10c pound; beans, 5@11c per pound; green corn, 40@50c dozen; egg plant, 12@15c pound; summer squash, 7@8c pound.

Staple Groceries.

Local jobbing quotations:

SUGAR (sack basis)—Cane, granulated, 7.80c pound; beet, 7.60c per pound.

NUTS—Walnuts, 15@35c per pound; Brazil nuts, 17½@19c; almonds, 21½@26c; peanuts, 10@11c per pound.

RICE—Blue Rose, 7c pound; Japan style, 6.10@6.25c per pound.

COFFEE—Roasted, bulk, in drums, 20@39½c per pound.

SALT—Granulated, bales, $2.60@3.65; half ground, tons, 30s, $17; 100s, $16.

DRIED FRUITS—Dates, 14c pound; figs, $1.90@2.75 per box; apples, 15c per pound; peaches, 18c; prunes, 14@16c.

BEANS—Small, white, 8½c; pink, 6c; bayou, 6½c; red, 6c; lima, 11c per pound.

Provisions.

Local jobbing quotations:

HAMS — All sizes, 33@36c; skinned, 38c; picnic, 18c; cottage roll, 25c.

BACON—Fancy, 38@44c; choice, 29@32c; standards, 24@26c.

LARD—Pure tierces, 14½c pound; compound, tierces, 14c.

DRY SALT—Backs, 20@23c; plates, 18c.

Hides, Hops, Etc.

HIDES—Salted hides, under 45 pounds, 8@9c; salted hides, over 45 pounds, 7@8c; green hides under 45 pounds, 7@8c green hides, over 45 pounds, 6@7c; salted bulls, 6@7c; green bulls, 5@6c; salted or green kip, 16 to 30 pounds, 9@10c; hair slipped hides and skins, half price; flint dry hides, 11@12c; flint dry calf, under seven pounds, 11@12c; dry salted hides, 8@9c; culls and damaged, half price. Green or salted horse hides, $2@3 each; colt skins, 50c @$1 each; dry horse, 75c@$1.25 each.

PELTS—Dry sheep pelts, long wool, 18@20c; dry sheep pelts, short wool, 9@10c; dry sheep pelts, pieces, 9@10c; dry sheep shearlings, no value; salted pelts, long wool each, $1.50@2; salted pelts, short wool each, 75c@$1; salt spring lambs pelts, each 75c@$1; salted shearlings, each 10@20c; salted goats, long hair, each, $1@2; salted goats, short hair, each, 50c@$1; dry goats, long hair, per lb., 10@12c; dry goats, short hair, each, 25@50c; goat shearlings, each 10@20 cents.

TALLOW—No. 1, 5@5½c; No. 2 4½@5c per pound; grease, 3½@4c per pound.

CASCARA BARK—New peel, 6c per pound; old peel, 7c per pound.

OREGON GRAPE—Grape root, 6c per pound.

HOPS—1921 crop, nominal, 12@15c per pound; contracts, 15c.

WOOL—Eastern Oregon, 26@39c per pound; valley, 30@35c; three-eighths blood, 30@32c; quarter-blood, 25@27c; low quarter and braid, 20@22c; matted, 16@18c.

MOHAIR—Long staple, 30@32c, delivered Portland; short staple, 25@27c; burry, 20@22c per pound.

GRAIN BAGS—Car lots, 10½c, coast.

Lumber.

The following are exact quotations on Douglas fir and represent approximately prevailing f. o. b. mill prices in car lots and are based on orders that have been negotiated.

Flooring—	High.	Low.	Prevailing Price.
1x4 No. 2 VG	$52.00	$47.00	$49.00
1x4 No. 3 VG	42.00	41.00	38.00
1x4 No. 2 & B. SG.	36.00	34.00	36.00
1x6 No. 2 & B. SG.	39.00	37.00	39.00
Stepping—			
No. 2 & B	70.00	63.00	.....
Finish No. 2 and better—			
1x8 10-inch	57.00	54.00	.....
Casing and base	63.00	.....	.....
Ceiling—			
⅝x4 No. 2 & B.	36.00	33.00	35.00
1x4 No. 2 & B.	36.00	35.00	.....
1x4 No. 3	34.00	33.00	.....
Drop siding—			
1x6 No. 2 & B.	40.00	35.50	38.00
1x6 No. 3	36.50	33.50	.....
Boards and SL No 1—			
1x8-10-inch S 1 S	17.50	13.50	15.50
1x12-inch	18.00	15.50	17.00
Dimension No. 1 S & E—			
2x4 12-14	16.50	14.50	15.50
Planks and small timbers—			
4x4 12-16 S 4 S	19.50	16.50	16.50
3x10-12 12-16 S 4 S	22.00	19.00	19.00
Timbers 32 ft. and under—			
6x6-8x10 S 4 S	21.00	19.00	.....
Lath—			
Fir	5.00	4.25	.....

Oils.

LINSEED OIL—Raw, in barrels, $1.10; 5-gallon cans, $1.25; boiled in barrels, $1.12; 5-gallon cans, $1.27.

TURPENTINE—In drums, $1.55; five-gallon cans, $1.60.

WHITE LEAD—100-pound kegs, 12½c per pound.

GASOLINE—Tank wagons and iron barrels, 26c; cases, 37c.

LIVESTOCK QUIET AT WEEK'S CLOSE

Only One Load of Valley Lambs Received at Yards.

The livestock market closed quiet, without changes in prices. A load of valley lambs was the only arrival. There were 272 head in the lot, and they sold at $11 off the cars. These lambs averaged 71 pounds.

Prices quoted at the Portland Union stockyards were as follows:

Choice steers	$ 7.50@ 8.00
Medium to good steers	6.50@ 7.50
Common to fair steers	4.00@ 5.75
Choice cows and heifers	5.00@ 5.50
Medium to good cows, heifers	4.50@ 5.00
Fair to medium cows, heifers	3.50@ 4.50
Common cows	3.00@ 3.50
Canners	1.50@ 3.00
Bulls	3.00@ 3.50
Choice dairy calves	7.50@ 8.00
Prime light calves	7.00@ 7.50
Medium to light calves	6.00@ 7.00
Heavy calves	4.00@ 6.00
Hogs—	
Prime light	11.75@12.25
Smooth heavy, 200 to 300 lbs.	10.50@11.00
Smooth heavy, 300 lbs. up	9.00@10.50
Rough heavy	8.00@10.00
Fat pigs	11.50@12.00
Feeder pigs	11.75@12.25
Stags, subject to dockage	5.00@ 8.00
Sheep—	
East of mountain lambs	10.00@11.00
Choice valley lambs	9.00@10.00
Medium valley lambs	8.00@ 9.00
Common valley lambs	6.00@ 8.00
Cull lambs	5.00@ 6.00
Light yearlings	6.50@ 7.50
Heavy yearlings	5.50@ 6.50
Light wethers	5.50@ 6.50
Heavy wethers	5.00@ 5.80
Ewes	2.00@ 5.00

Chicago Livestock Market.

CHICAGO, July 29.—(U. S. Bureau of Agricultural Economics.)—Cattle: Receipts, 1500. Compared with week ago, beefs steers 10 to 25 cents lower, grassers showing most decline; top beef steers for week, $10.80; top yearlings, $10.50; she stock practically unchanged; in-between grades beef cows and heifers weak; canners strong; bulls largely 25 cents lower; veal calves 25 to 50 cents higher; week's bulk prices, beef steers, $8.50@10; stockers and feeders, $5.50@6.50; butcher she stock, $5@7.25; canners and cutters, $3@$3.75; veal calves, $9.25@9.75.

Hogs—Receipts 6500, closing moderately 15 to 20 cents lower; about steady to 10 cents lower than Friday's average top; $10.60 early; practical top late, $10.40; bulk, $8.10@10.40; bulk good butchers, $9.75@10.40; mixed and packing hogs 10 to 15 cents lower; spots 75 cents lower than Friday's good time. Holdover moderate. Pigs dull; heavy, $9.60@10.10; medium, $10@10.40; light, $10.35@10.50; light light, $10.25@10.40; packing sows, smooth, $8@8.65; packing sows, rough, $7.50@8.10; killing pigs, $9.50@10.40.

Sheep—Receipts 1000; market steady, compared with week ago fat native lambs strong to 75c higher; westerns steady to 15 cents lower; cull natives 50 cents higher; westerns steady to 15 cents lower; cull natives 50c higher; light sheep steady; heavies 25 to 50 cents lower; feeder lambs 35 to 50 cents lower; week's bulk prices, native lambs, $12@12.60; western, $12.50@12.85; fat ewes, $3.50@7; feeder lambs, $11.60@12.30; cull native lambs, $8@8.50.

Kansas City Livestock Market.

KANSAS CITY, Mo., July 29.—(U. S. Bureau of Agricultural Economics.)—Cattle—Receipts 900; for week beef steers and she stock 25 to 75 cents lower; top steers, $10.50; canners steady; cutters big 25 cents lower; calves strong to 75 cents lower; stock calves mostly steady; stock cows and heifers mostly 15 to 25 cents lowers.

Hogs—Receipts 500; fairly active, to packers, steady to strong; bulk desirable 175 to 225 pound weights, $9.75@9.95; bulk sales, $9.25@9.95; shippers not bidding; heavy and mixed loads most $8.50@9.25; packer sows steady; bulk, $7.25@7.75.

Sheep—Receipts 500; for week lambs about steady; top natives, $12.75; matured classes generally 25 cents lower; heavy ewes off more; top ewes, $7.10.

Omaha Livestock Market.

OMAHA, July 29.—(U. S. Bureau of Agricultural Economics.) — Hogs — Receipts 9000; mostly steady to 10 cents higher; mixed and packing grades generally steady; top, $10.15; bulk of sales, $7.50@10.

Cattle—Receipts 200; compared with week ago, good and choice fed steers and she stock steady to 25 cents lower; in-between kind and common grassers 25 to 50 cents lower; grass cows and heifers 50 cents to $1 lower; canners and cutters steady; veals steady to 25 cents lower; bulls 25 to 50 cents lower; stockers and feeders uneven, 50 cents to $1 lower.

Sheep—Receipts 200, compared with a week ago, lambs steady to 15 cents higher; sheep 25 to 50 cents lower on heavy grades; others about steady; feeders weak to 25 cents lower.

San Francisco Livestock Market.

SAN FRANCISCO, July 29.—Steers—No. 1, $6.50@7; No. 2, $8.25@6.25; cows and heifers, No. 1, $4.50@4.75; No. 2, $4@4.50; bulls and stags, $2@3; light calves, $8@9; heavy, $5@7.

Sheep—Wethers, $6.50@7; ewes, $3@4; lambs, $10.50@11.50.

Hogs—125 to 200 pounds, $12.50; 200 to 250 pounds, $11.50; 250 to 300 pounds, $10.50.

Seattle Livestock Market.

SEATTLE, July 29.—Hogs steady, no receipts, no changes.

SAN FRANCISCO PRODUCE MARKET

Prices Current on Vegetables, Fresh Fruits, Etc., at Bay City.

SAN FRANCISCO, July 29.—(State Division of Markets.)—Poultry—Broilers, 27@35c; young roosters, 23@45c; old roosters, 14@18c; hens, 16@31c; ducks, 10@20c; live tur