

EXPORTS IN FOUR OF THE PRINCIPAL LINES EXCEED 1915 MARK

Wheat and Offshore Lumber Only Weak Items in Monthly Shipping Statement.

MANY SMALL CRAFT OUT

Average Coastwise Lumber Cargo Under Usual Figures; Wheat Increase Shown in This Trade.

Exports, April, 1916.
Wheat, 209,994 bbl., \$241,211.00
Flour, 48,102 bbl., 216,460.00
Barley, 47,648 bu., 67,214.00
Miscellaneous, 47,258.88
Total, \$708,404.88

Exports, April, 1915.
Wheat, 180,930 bbl., \$122,968.00
Flour, 34,500 bbl., 186,692.00
Barley, 47,648 bu., 67,214.00
Lumber, 5,741,000 ft., 66,411.00
Miscellaneous, 23,881.00
Total, \$1,457,266.00

Exports of barley, flour and miscellaneous cargo and of coastwise lumber during the month, which ends tomorrow, exceeded those of April, 1915. Only in wheat and in offshore lumber figures was there a drop over a year ago.

Owing to the enormous shipments of wheat offshore during April, 1915, the total for this month is under that of a year ago, but could the shipments of barley, wheat and flour, which have gone from interior points to the Atlantic coast for transshipment be included, the result would undoubtedly prove April, 1916, to have been a record month.

The offshore shipments for the month were carried in but five vessels, a steamer and four sailing ships. The coastwise lumber shipments picked up to the extent of 3,000,000 feet during the past month. The shipments likely are a record for the number of vessels required to transport the cargoes. Nineteen steam schooners were required to transport the 12,952,000 feet of lumber which California yards purchased here. The average load was 700,000 feet, whereas the average during normal times is close to 900,000. Four loads of 500,000 feet or under were carried while the three reached the 1,000,000 foot mark usually common.

The shipments were as follows:
April 6—Muscelager, Nor. bk., Capt. Sanger, 18,667 bushels of wheat, \$20,532. and 130,832 bushels of barley, \$97,340; for Leth.
April 12—Wakawa, Br. s. s., Capt. Vint, paper and canned salmon for Melbourne, valued at \$47,268.88.
April 12—Bossett, Br. bk., Capt. J. Henry, 116,375 bushels of barley, \$106,135, and 18,667 bushels of wheat, \$18,667; for Ipswich.
April 14—Olivebank, Nor. bk., Capt. Osterhus, 48,102 barrels of flour, \$216,460; for Nantes.
April 27—Alice A. Leigh, Br. bk., Capt. Davidson, 172,660 bushels of wheat, \$202,011; Queenstown, Apr. 1915, 15,200 bushels of wheat, \$15,200; 258 feet.

ORDER TWO LARGE SHIPS

Swayne & Hoyt Contract for Wood Sailing for Offshore Trade.

Long Beach, Cal., April 29.—Announcement that J. G. Hoyt and R. H. Swayne of San Francisco and John P. Craig had let contracts for the construction of two giant steam sailing vessels to be built at Aberdeen, Wash., was made in Long Beach today by Craig, former manager of the Craig Shipbuilding company of Long Beach. Mr. Craig stated that the vessels would be of wooden construction and equipped with five masts and auxiliary engines.

The vessels will cost \$200,000 each. The first one is to be ready for service in six months. The other one is to be completed in eight months. Craig

TRANSPORTATION

San Francisco Los Angeles
(Without Change En Route)
The Big, Clean, Comfortable, Specially Appointed SEA-GOING STEAMSHIP
BEAR
Sails from Alinsworth Dock
3 P. M., April 29.
100 Golden Miles on Columbia River.
All Rates Include Berths and Meals.
Table and Service Unexcelled.
The San Francisco & Portland S. S. Co., Third and Washington Streets (with O. W. & N. Co.) Tel. Broadway 4000, A-9111.

"TWIN PALACES OF THE PACIFIC"

Portland \$20.00 First Class
San Francisco \$17.50
Tourist, \$15.00 and \$12.50.
Third Class, \$8.
MEALS AND BERTH INCLUDED.

S. S. Great Northern

Liner with the speed of an Express Train. Steamer Express leaves North Bank Station 9 A. M.

April 29, May 4, 9, 13, 18
From San Francisco May 2, 6, 11, 16, 20, 25.

TICKET OFFICE, 578 AND STARK.
Phone—Broadway 920, A-6671.

STEAMSHIP

SAILS DIRECT FOR
SAN FRANCISCO
LOS ANGELES—SAN DIEGO
Monday May 1, 8:30 P. M.
San Francisco, Portland & Los Angeles Steamship Co., Frank Blount, Agent.
724 THIRD STREET, A-6664, Main 25.

ALL ALONG THE WATERFRONT

George M. McDowell, Pacific coast manager for A. O. Andersen & Co., returned yesterday from New York, where he attended a conference on the opening of that company's office here. The conference was very satisfactory, he stated.

The steamer Bear, carrying a full cargo of freight and a good list of passengers, sailed this afternoon from Alinsworth dock. Rumor has it that Captain J. Silvia, master of the steamer, will be here tomorrow morning, to leave his craft here for a hurried flight to Aberdeen where he is to take a high dive into the sea of matrimony.

NEWS OF THE PORT

Arrivals April 29.
W. F. Herria, American steamer, Captain Enalls, bulk oil, from Monterey, Associated Oil company.
Dienam, American steamer, Captain J. D. Murray, bulk oil, from San Francisco, Standard Oil company.

Departures April 29.
Bear, American steamer, Captain Nopander, passengers and freight, to San Francisco, Los Angeles, San Francisco & Portland Steamship company.
Great Northern, American steamer, Captain Ahman, passengers and freight, for San Francisco, Great Northern Pacific Steamship company.

Marine Almanac.
Weather at River's Mouth.
North Head, April 29.—Condition of the mouth of the river at noon: wind, northwest, 15 miles; weather, partly cloudy.
Sun and Tides April 30.
Sun rises, 4:50 a. m. Sun sets, 7:17 p. m.
Tides at Astoria.
High Water: 0:03 a. m., 1:3 a. m., 6:00 a. m., 6:00 p. m., 9 p. m., 11:50 p. m.
Low Water: 6:00 a. m., 6:00 p. m., 2:1 feet.
The tide gauge at the Alinsworth office was dropped at exactly noon today, 12:00 meridian time.

Daily River Readings.
8:00 A. M., 12:00 Meridian Time.

STATIONS

Station	Food	Height	Depth	Current	Water
Levinton	24	12.0	0.0	0.00	0.00
Umatilla	25	13.3	+0.8	0.00	0.00
Albany	21	6.1	+0.5	0.15	0.15
Salem	21	6.3	+0.2	0.03	0.03
Oregon City	12	12.1	+0.8	0.06	0.06
Portland	15	12.1	+0.8	0.06	0.06

(+) Rising.
River Forecast.
The Willamette river at Portland will rise steadily during the 24 hours.

Steamers Due to Arrive.
PASSENGERS AND FREIGHT.
Name, From, C. B. & E. M. Date
Great Northern, S. F. & L. A., May 3
Bear, S. F. & L. A., May 3
Albany, S. F. & L. A., May 3
Salem, S. F. & L. A., May 3
Oregon City, S. F. & L. A., May 3
Portland, S. F. & L. A., May 3

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Salem, S. F. & L. A., May 3
Oregon City, S. F. & L. A., May 3
Portland, S. F. & L. A., May 3

Vessels in Port.
Name, From, C. B. & E. M. Date
Carrier Dove, Am. sch., Westport
Echo, Am. sch., Oregon drydock
Barnes, Br. bk., Irving
Vergil, Br. bk., Irving
Oleum, Am. sch., Linton
Sea City, Am. sch., Alaska
F. S. Herria, Am. sch., Linton
W. F. Herria, Am. sch., Linton

At Neighboring Ports.
Astoria, April 29.—Sailed at midnight, Wilamette, for San Diego, via way ports. Arrived at midnight and left at 2 a. m. W. F. Herria, from San Francisco. Arrived at 11:30 a. m. from San Francisco. Arrived at 11:30 a. m. from San Francisco. Arrived at 11:30 a. m. from San Francisco.

April 28.—Sailed at 11:10 a. m., Daly, for San Francisco. Arrived at 11:40 a. m. from San Francisco. Arrived at 11:40 a. m. from San Francisco. Arrived at 11:40 a. m. from San Francisco.

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NUMEROUS FIRES ARE TRACED TO CARELESS CONSTRUCTION PLAN

Lumbermen to Ask Forest Service to Conduct a Big Survey.

STANDARD SCHEME AIM

Faulty Placing of Joists in Chimneys and Improper Fire Linkage Are Blamed for Many Blazes.

Believing that the statistics on fire losses in the United States would show that the susceptibility of wooden structures to fire has been greatly overestimated and that the real cause of America's fire lies in improper construction, rather than the nature of the material used for construction, the lumbermen of the nation are to ask the government through the forest service to make a comprehensive census, or survey of the nation's fires.

The lumbermen in making this request say they want the facts, regardless of who is hit by the statistics. In the taking of the census, if such a survey is attempted, the lumbermen want the forest service which would probably be entrusted with the work, to investigate the sources of conflagration, in order that the building of the nation may be improved to prevent careless construction. The lumbermen believe that from 60 to 75 per cent of the fire losses are due to lack of preventive measures, to bad design, to improper construction, rather than to the nature of the materials used.

For instance, local investigations have shown in several cities that large numbers of fires were in reality caused by faulty placing of joists in chimneys, and improper fire linkages, the fire starting through careless exposure and in many cases outright violation of building regulations, instead of through shingle roofs, as has been charged.

The Pacific chemical company is made up of Oregon people, who are granted extension of time on forfeit.

Salem, Or., April 29.—The state land board approved the articles of incorporation of the Pacific chemical company and the assignment of the lease of Sumner and Albert lakes from Jason Myers to the Pacific chemical company, extending the time in which \$15,000 must be posted as a guarantee that the contract will be carried out, from May 1 to May 15 at the rate of \$1,000 per month. A report of tests of the waters of the lakes was submitted and approved.

The Pacific chemical company was recently organized with a capital stock of \$300,000, and Oregon people control it.

C. A. Sheppard, of Portland, counsel for the company, said that work would be commenced at the lakes within 30 days. The company proposes to take salts and other mineral products from the waters of the lakes and to expend several million dollars. It is planned to develop 100,000 horsepower on the Deschutes river.

General Townshend surrenders entire army to the Turks.

(Continued From Page One)

Kut-el-Amara by the Turks for more than 140 days, has surrendered, it was announced today by the war office.

General Townshend surrendered owing to exhaustion of his garrison's supplies. It was officially announced today.

This is the first time since the present war, and one of the few occasions in more than a century, in which a besieged British garrison has surrendered.

The Kut-el-Amara garrison has been believed in serious danger for several days because of lack of food. Officials made no attempt to minimize the gravity of the situation.

Relief Expedition Fails.
Official statements last night told of an unsuccessful effort to run a food ship on the Tigris river through the Turkish lines. It indicated that the predicament of the British was desperate.

Floods blocked relief forces which are now 23 miles east of the city. The British garrison at Kut-el-Amara early in December after the Baghdad campaign had collapsed.

Townshend destroyed all the garrison's guns and munitions before surrendering. Sir John Nixon occupied Kut-el-Amara on September 19, 1915, and advanced to within 10 miles of Baghdad, when on November 25 he was defeated and retreating, suffered another defeat when his Arabian volunteers deserted and joined the Turks.

Nixon tried to save Kut-el-Amara. Nixon left Townshend with a force estimated by the Turks as 10,000, and also left large quantities of supplies, believing that Townshend would later reach him. Nixon didn't want the Turks to have Kut-el-Amara, barring another advance on Baghdad.

Subsequently, Nixon was relieved of his command. Sir Percy Lake succeeded him. Dardanelles veterans then tried to relieve the garrison.

When General Townshend last November reached Ctesiphon, 18 miles from Baghdad, in his effort to safeguard the Tigris valley, he reported to have had 50,000 or 60,000 men.

On April 14 of this year, it was admitted that the Tigris army had lost 81,000 men.

But the Turks have since claimed a much heavier loss was inflicted.

Losses of British Heavy.
In the battle of Basra alone they reported the British casualties at 4,000. Putting the British losses up to date as having risen to 13,000, that would give General Townshend about 37,000 men, which does not account, however, for the losses by sickness and when it is known that Kut-el-Amara has been described officially as "the Turkish desert of the world," it must be conceded that the toll by disease is very large.

More than one hint has been given that the British have had another foe to contend with—that of hunger. All sorts of desperate expedients have been employed to feed the shrinking ranks. The Turks report that they have been carrying flour to Kut-el-Amara.

Turks Destroy Barges.
Efforts to send food to the town on barges were frustrated by the Turks, who destroyed such barges on several occasions.

SCENE IN THE REAR OF THE ENTRENCHED LINES OF THE ALLIES AT VERDUN



Here is where some of the vast quantities of supplies needed by the allied troops defending Verdun are kept. In the middle distance is a narrow gauge railroad used in carrying food and ammunition to the front.

INSURANCE MAN WHO KILLED SELF IN OFFICE

W. H. Robinson.

Robinson was 35 years old, and leaves a widow and small son. He had been cashier of the company five years, and had a small interest in the insurance business. He was a member of the Spanish-American war veterans' fund, and the state of Oregon has no representative upon the board.

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