SCHOONER TO CARRY LUMBER TO INDIA

Shipment to Be Portland's First Since War.

MORE BOTTOMS NEEDED

4,000,000 Feet of Lumber Will Be Shipped to Australia Early This Month.

Loading will start this morning on Portland's first shipment of lumber to India since the United States entered the war. The vessel to carry this cargo is the Norwegian motor schooner Semmeltind, which was expected to reach the Inman-Poulsen Lumber company's dock at midnight last night. She will carry 1,800,000 feet of rough, merchantable, fir lumber to Bombay.

The Semmeltind is a 2000-ton full motor schooner built by the Elliott Bay Shipbuilding company at Puget sound, and is said to be the finest vessel of her class ever constructed on the Pacific coast. She was built for Peter N. Gram of Christiania and is commanded by Captain Alex Tielman. She is under charter by Comyn, McCall & Co.

Three shipments of lumber to Australia, aggregating 4,000,000 feet, are scheduled for the early days of this month by Dant & Russell, who are furnishing the cargo for the Semmeltind. Much more Portland lumber could be sent abroad, according to Charles E. Dant, vice-president of Dant & Russell, if bottoms were obtainable.

"In fact," said Mr. Dant yesterday, "our exportations of lumber appear to be limited only by the number of carriers available. The demand from all parts of the world for the lumber of the northwest is far in excess of the carrying capacity of the bottoms obtainable.

"The coastwise and Atlantic trade in lumber, as well as trans-Atlantic commerce, is limited by lack of ships. The situation is rapidly clearing up, however, and we have hopes for more frequent shipments in all directions soon."

HAWAIIAN SAILORS DRUNK

Okolehao Paralyzes Men and Demoralizes Island Traffic.

HONOLULU, T. H., July 31.—(Special.)—While Hawaii is supposed to be "bone dry," serious delays in handling Inter-Island Steam Navigation company steamers, both here and in Hilo City, have been occasioned by drunkenness among the sailors and stevedores employed. President J. A. Kennedy of the company said today that the efforts of the Inter-Island to give better service were being crippled by intoxication of the crews. Okolehao, a drink made from roots, that tastes like gin, but has a greater percentage of alcohol, is the principal trouble-maker.

"Unless the stills on Hawaii and Oahu are put out of business our service will be even more demoralized than it now is," said Mr. Kennedy. "Conditions are worse now than in the days when men could get wine, beer or whisky at the saloons. Okolehao paralyzes men and they go blind after several months' constant drinking."

Mr. Kennedy urged that the government make greater efforts to stamp out moonshining if the dry laws are to continue.

ASPHALT CARGOES ARE LARGE

Portland Is Sending Many Vessels South With Product.

A phenomenal shipment of asphalt to this port is shown in the cargoes of six steamers bound for Portland from San Francisco, all of which will carry asphalt and cement in large quantities. One of these vessels, the Daisy Matthews, which will leave San Francisco August 8, carries nothing but asphalt.

Other asphalt carriers bound for this port are the Cello, which leaves San Francisco today, the Daisy Putnam, which will leave tomorrow, the Klamath and E. H. Meyer, which will leave August 5, and the Claremont, now in South American waters, which is due to start north from San Francisco August 14. All of these vessels will carry lumber from the Columbia river on the return trip.

FIVE JAPANESE JUMP SHIP

Atagosan Maru Is Short Part of Crew When She Leaves.

The Japanese steamer Atagosan Maru, which put to sea Wednesday from Astoria after taking cargo at Portland, was short five members of her Japanese crew. Four sailors deserted their ship at Linnton and another left at Linnton. Saiichi Ayabe was apprehended by Sheriff H. E. La Bare at St. Helens Wednesday, but was not identified by immigration officials until after the vessel had sailed. He is now awaiting deportation in the county jail in this city.

LONG VOYAGE IS CONCLUDED

Schooner Yacht Invader Laid Up After Going 20,000 Miles.

SAN FRANCISCO, July 31.—A pleasure trip of approximately 20,000 miles to Havana, Tampico, Kingston, the Hawaiian islands and many other ports in his schooner-yacht Invader has been ended by Captain John Barneson, well-known San Francisco shipping man, and the Invader was moved to her berth in San Francisco bay today.

The yacht made the trip from Honolulu in 14 days. Winds were so favorable throughout the long voyage that Captain Barneson seldom had to use the vessel's auxiliary power, he said.

HONOLULU TO HAVE DREDGE

Harbor to Be Enlarged by Taking in Kalihi Basin.

HONOLULU, T. H., July 31.—(Special.—Expansion of Honolulu's harbor into the Kalihi basin to the west will commence on August 26 when bids will be opened for the dredging of a part of the channel. Colonel H. C. Newcomer, engineers' corps, will be in charge of the work.

This dredging will be the first step to enlarge Honolulu harbor to enable it to handle the increased amount of shipping expected within the next 12 months.

SALMON CATCH IS IMPROVING

Astoria Packers Expect to Make Up Large Portion of Shortage.

ASTORIA, Or., July 30.—(Special.)—Salmon packers are feeling much encouraged today over the slightly increased catch of fish and the reports that a big school of chinook gradually is making its way into the river.

Trollers and purse-seine operators report better catches both in quality and quantity than the catch of the past few weeks. What are usually termed early July fish are just making their appearance. June and July have been exceptionally slack months in the fisheries and the pack is far behind. With conditions improving, packers feel there is still time to make up a large portion of the shortage.

Channel More Than 30 Feet Deep.

Maps and data showing results of the latest surveys of the Willamette river were mailed by the Port of Portland commission yesterday to Representative C. N. McArthur, Captain Jacob Speier and the coast and geodetic survey offices in Washington. The surveys, completed by the Port of Portland in June and July of this year, show a depth of not less than 30 feet in the Willamette, with a depth in most of the channel in excess of 32 feet.

Portland Sailor Killed at Sea.

Word was received at shipping-board offices yesterday of the death at sea of Archie M. Cook, a coal-passer on board the steamer Bushong, an American-Hawaiian freighter built by the G. N. Standifer Construction corporation. The young sailor, who signed for service at Portland, met his death by falling into the hold of the ship July 28. He is the son of Mrs. Florence A. Cook of 413½ Washington street.

Old Clipper Captain Dies.

SAN FRANCISCO, July 31.—Captain Andrew Oscar Carlson, who sailed through the Golden Gate in a clipper ship in 1849, died here yesterday at the age of 90. He was well known in maritime circles and made many voyages to South America and Australian ports in fast sailing vessels out of coast ports in pioneer days.

Barnes Named Master.

Captain Edward J. Barnes, until a few days ago executive officer of the Puget sound navy-yard, was yesterday assigned as master of the new turbiner Cressap, built by the Peninsula Shipbuilding company. The vessel will be operated by the Pacific Steamship company.

Farm at West Gaston Sold.

GASTON, Or., July 31.—(Special.)—David Cruikshank of Gaston has sold 118 acres of the old Dames farm in West Gaston to James Walta for about $11,500. Mr. Walta came here with his family from Illinois about a year ago and has decided to make his home here. He plans to do general farming.

Local Hulls Accepted.

The steamer Tripp, the 29th hull of the Northwest Steel company, was accepted yesterday by the shipping board. The West Harshaw will be accepted from the Columbia River Shipbuilding corporation today. Both vessels will carry flour to Europe.

Cabura to Carry Ties.

The wooden steamer Cabura, a Ferris-type vessel recently completed by the Coast Shipbuilding company, was assigned yesterday to the Columbia-Pacific Shipping company for operation. She will load ties at Grays harbor for the Atlantic coast.

Movements of Vessels.

PORTLAND, July 31.—Arrived at 4 A. M.—Steamer J. A. Chanslor, from Gaviota. Arrived at 10 P. M.—Steamer Fiverton, from San Francisco via Eureka. Arrived at 11 P. M.—Norwegian motor schooner Semmeltind, from Seattle. Sailed at 8 A. M.—Steamer Coaxet, for Manila. Sailed, P. M.—Steamer Nome City, from Rainier for San Francisco. Sailed at 5 P. M.—Motor schooner Lassen, for San Pedro; at 9 P. M.—Steamer Braeburn, from St. Helens, for United Kingdom.

ASTORIA, July 31.—Left up at 5:30 last night, steamer J. A. Chanslor, from Gaviota. Sailed at 12:30 A. M.—Steamer Ernest H. Meyers, for San Pedro. Sailed at 2 A. M.—Steamer W. F. Herrin, for Gaviota. Arrived at 6 and left up at 9 A. M.—Norwegian motor schooner Semmeltind, from Seattle for Bombay. Arrived at 7:30 and left up at 10 A. M.—Steamer Fiverton, from San Francisco via Eureka.

SAN FRANCISCO, July 31.—Sailed last night—City of Topeka, for Portland via Eureka and Coos Bay. Sailed at 10 P. M.—Steamer Willamette, for Portland. Arrived at 4 A. M.—Steamer Klamath, from Portland for San Pedro. Arrived at noon—Steamer Wapama, from Portland for San Pedro.

SAN PEDRO, July 30.—Sailed yesterday—Steamers Santiam and Wahkeena, for Columbia river.

SAN FRANCISCO, July 30.—Passed at 2 P. M.—Tug Hercules towing Benson log raft, from Columbia river for San Diego.

TATOOSH, July 31.—Passed in at midnight—Steamer Meriden, from Portland.

SEATTLE, Wash., July 31.—Arrived—Steamers Skagway, City of Seattle and Admiral Goodrich, from Southeastern Alaska. Sailed—Steamer Northwestern, for Alaska.

ABERDEEN, Wash., July 31.—Sailed—Steamers Aiken, for Astoria; Chehalis, for San Francisco.

TACOMA, Wash., July 31.—Arrived—Steamers President, from San Francisco; Fushima Maru, from Yokohama; San Diego, from San Pedro; Mexico Maru, from Yokohama.

Sailed—Schooner Dockton (Nor.), for Port Blakeley; steamers President, for San Francisco; Albert Metin (French), for Cuba; Santa Inez, for Antofagasta.

YOKOHAMA, July 27.—Arrived—Steamer Cyclops, from Seattle.

PORT PIRIE, July 28.—Arrived—Motorship Malahat, from Portland.

SAN FRANCISCO, Cal., July 31.—Arrived—Steamer San Juan, from Balboa. Departed—Steamers Admiral Schley, for Seattle; Colonel E. L. Drake, for Honolulu.

NEW YORK, July 31.—Arrived—Steamer Edisto, from Seattle.

KOBE, July 26.—Arrived—Steamer Eldridge, from Tacoma, etc., for Vladivostok.

YOKOHAMA, July 29.—Arrived—Steamer Kasama Maru, from Seattle.

YOKOHAMA, July 26.—Sailed—Steamer Africa Maru, for Tacoma.

TACOMA, Wash., July 31.—(Special.)—Both imports and exports for Tacoma and the district of Washington show a decline for May, according to the report of Collector Roscoe M. Drumheller of this district. Tacoma reports totaled $2,890,090 and imports $2,611,716, while the export business for the district amounted to $15,608,186. Imports were $19,514,107.

This decrease can be laid to the fact that there was only one cargo of flour out of here for the month and other exports were equally as light.

Captain Philip Fetcher will take command of the Justin, according to local agents of the line. Captain Fetcher was one time chief officer of the ship but for some time has been with the Garland line out of New York.

Tacoma will be made the salvage depot of all shipbuilding material held by the government in this district. It is estimated that about $30,000,000 worth of supplies will be collected and disposed of here.

Officials of W. R. Grace & Co. figure that the Santa Alicia, Captain O. B. Lindholm of Tacoma, will reach the sound September 1 from France. The Santa Alicia left here last spring for France and it was intended to have the vessel return by June 28. The vessel went to British Columbia from Tacoma, loaded coal for San Pracisco and then went to Central America and loaded commee for La Havre. She returned to New York and then went to Argentina and loaded coffee for San Francisco.

Pacific Coast Shipping Notes.

ABERDEEN, Wash., July 31.—(Special.)—The emergency fleet steamer Aiken cleared today from the Eureka mill for Astoria, from which port she will clear for Philadelphia.

The steamer Chehalis cleared for San Francisco from the American mill at Aberdeen today.

ASTORIA, Or., July 31.—(Special.)—With freight for Portland the steam schooner Tiverton arrived at 7 o'clock this morning from San Francisco via Eureka.

The Norwegian motor schooner Semmeltinde arrived at 7:30 this morning from Seattle, and is to load lumber at the Inman-Poulsen mill.

Carrying lumber from Portland and the Hammond mill, the Japanese steamer Atagosan Maru sailed at 2:40 P. M. for Shanghai.

The steam schooner J. B. Stetson arrived at 1:30 P. M. from San Francisco and will take on 550,000 feet of lumber at the Hammond mill for Callao. She will complete her cargo at Casper, Cal.

After discharging fuel oil in Portland, the tank steamer William F. Herrin sailed at 2 o'clock this morning for California.

The steam schooner E. H. Meyer sailed at 12:30 this morning for San Pedro with a cargo of lumber from Linnton.

The steam schooner Halco will finish loading lumber at the Hammond mill on Saturday for San Pedro.

Coming to load lumber at the Hammond mill, the steam schooner Santiam will be due from San Francisco on Saturday.

The steamer Coaxet, with cargo from Portland, sailed at 6 tonight on a 12-hour trial run at sea. She will return tomorrow morning and then sail for the orient.

SEATTLE, Wash., July 31.—Establishment of two new Seattle steamship lines which will girdle the globe will be suggested to John H. Rosseter, director of operations of the United States shipping board, when he confers with Seattle shippers, exporters and importers and officers of steamship companies in this city August 4, according to a statement by C. J. France, executive secretary of the port commission.

As one of the spectacular features of the forthcoming convention of the National Editorial association, the Skinner & Eddy corporation on August 16 will launch the 9600-ton steel steamship Editor before what will probably be one of the largest assemblages at any launching held on this coast.

SAN FRANCISCO, Cal., July 31.—(Special.)—After devoting attention to the coasts of Alaska and the Philippines for years, until these distant districts have been fairly well sounded and recorded in the maritime maps and charts, Uncle Sam is now arranging to chart more accurately the depths of the Pacific coast. This was announced today when the United States coast and geodetic survey steamship Wenonah, Captain H. R. Lukens, arrived from the Atlantic. Ultimately this and a number of other craft now en route from New York are to be dispatched to Alaska, but for this season, at least, a fair portion of the fleet will work off Cape Mendocino.

The Union liner Tofua, Captain H. H. Williams, docked here today after arriving late last night from Sydney via Wellington and Papeete on her maiden trip, with passengers and a full cargo of freight. The tofua replaces the Paloona and is a better and larger vessel for the run. There are accommodations for more passengers and the quarters are far superior.

The improvement in the Union line service will result from the installation soon of the new steamship Wahine, which is now in British waters.

The steamship business along the west coast of Mexico is constantly improving and the present fleet is scarcely big enough to handle it. This was learned today when the Pacific Mail steamship San Juan, Captain F. J. Pierce, arrived from Balboa via ports of Mexico. The San Juan brought 1635 tons of cargo and 66 passengers. The treasure totaled $162,000. More treasure is being sent here constantly and this indicates the resumption of mining operations.

The United States shipping board steamship Derby Line went out on the official trial trip today.

Marine Notes.

Richard Willowdon has been appointed master of the new 9500-ton steamer Waban of the Pacific Steamship company.

The dredge Willamette will be moved today to the mouth of the Willamette river to complete the work of preparation for the arrival of the Pacific fleet.

The steamer Nome City of the Charles Nelson line left Rainier yesterday with a cargo of lumber for San Francisco.

The steamer Santa Barbara, which will load lumber at Westport, is due in today.

After several days' delay at Linnton, the steamer Coaxet put to sea for the orient yesterday morning.

The steamer Anthera of the Pacific Steamship company's line, which has been loading ties at Wauna, moved to Prescott yesterday to complete her cargo.

The steamer Braeburn, with a cargo of ties aboard, moved to Astoria yesterday to take on fuel. She will leave today for the United Kingdom.

No progress has been made in the last few days in the loading of the steamer Box Butte at Grays Harbor, where she has been tied up by labor troubles among the longshoremen.

Columbia River Bar Report.

NORTH HEAD, July 31.—Condition of the sea at 5 P. M.—Sea smooth; wind northwest, 8 miles.

Tides at Astoria.

High.	Low.
4:53 A. M.....6.8 feet	11:24 A. M.....1.1 foot
5:25 P. M.....7.8 feet	0:16 P. M.....1.3 feet

ELKS THEATER UNLIKELY

Pendleton Lodgemen May Abandon Their Playhouse Plans.

PENDLETON, Or., July 31.—(Special.)—Pendleton Elks probably will abandon their plan for the construction of a theater in connection with their proposed new lodge hall. After plans and estimates had been secured it was learned that the Pendleton Amusement company had decided to build a modern theater the coming winter. As the assurance of such a playhouse for the city was the principal interest of the Elks in the matter, it is expected that the theater feature will be eliminated from their plans.

If the Elks build on the location offered them, theirs will be the fourth lodge hall erected within two blocks on Garden street, just one block off Main. The Knights of Pythias have agreed to build within two years after the end of the war. The Masons and Odd Fellows recently acquired sites on this street and are planning to build soon.

RIVER DIKE IS STARTED

Woodland Project to Reclaim 8000 Overflow Acres.

WOODLAND, Wash., July 31.—(Special.)—According to information from Archie Lee Lewis, one of the commissioners for the diking district west of Woodland, the first scoop of dirt was moved yesterday commencing actual operations on the project, which is to be completed in time to keep the flood waters of the Columbia river off these lands in the annual spring flood of 1920.

When completed the dike will reclaim from the annual overflow about 8000 acres of fine land lying between Woodland and the Columbia river on the west, Lewis river on the south and Martin's slough on the north. The dike is to be built to a height that will keep the Columbia river floods out at a stage of 28 feet at Portland.

CHURCH OFFICIALS CONFER

Prominent Episcopalians Attend Convocation at Newport.

NEWPORT, Or., July 31.—(Special.)—The Right Rev. Walter Taylor Sumner, Archdeacon Chambers, the general missionary, John D. Rich, of Portland; Dean Edwin T. Simpson of Corvallis, Rev. Fr. Powell of Salem, and Rev. Fr. Jennings of Eugene, of the Episcopal clergy, and Mrs. J. S. Whiteford, from New York, general field secretary of the board of missions, were in attendance at the central convocation held in Newport this week.

Many affairs were given in honor of the visiting Episcopal delegation. Among them were the dinner given by Bishop Sumner, a tea given by Mrs. Ellen Hayes, and the basket dinner served Tuesday.

BRYAN PLEASED BY TRIP

Present Described at Aberdeen as "Golden Age of Life."

ABERDEEN, Wash., July 31.—(Special.)—"That was some trip, some following," said W. J. Bryan at a dinner given in his honor by the democrats of Grays Harbor, following the remark by Chairman John Carney, that he had followed Mr. Bryan for 27 years of his public life. Mr. Bryan spoke in humorous vein at the dinner, touching lightly upon political incidents. "Public life," he said, "brought its enemies, but also its generous friends. It brought over-abuse, and it brought also over-praise. It brought its defeats, but it brought also the satisfaction of having done something for one's country and its people."

He described the present as the golden age of life. The period of his life had given more opportunity to serve mankind than any similar period in history, he said.

Mr. Bryan commented upon the presence of women at banquets nowadays and characterized their presence as refining.

J. S. PARKER HAD TO GIVE UP WORK

Had No Hope of Ever Being Well Again—Gains Fifteen Pounds Taking Tanlac.

"I have not only gained fifteen pounds since I commenced taking Tanlac, but for the first time in four years I am able to eat three square meals a day without suffering agonies afterwards," said James S. Parker, who lives at McCloud, Cal, who is connected with the McCloud Lumber Co. of that place, while in the Owl Drug Co. in Portland the other day.

"When I commenced taking Tanlac," continued Mr. Parker, "I had been in bad health for four years, and hadn't been able to work for over three months. I had been suffering from stomach trouble during all this time, and I had reached the point everything I ate would give me indigestion and cause gas to form so bad that I would be in misery for hours at a time. I just got weaker all the time, and finally got to where I was hardly able to go at all. Then, last Jan., I had a severe attack of the "flu," and after getting over that my stomach was in worse condition than ever, and I also fougd that my kidneys were in bad condition. I suffered so much with pains in my back that I could hardly sleep at all, and could not turn over in bed without some assistance. The different medicines and treatment I had didn't do me any good at all, and I finally had to give up work altogether, and had given up all hope of ever getting well again.

"Well, I decided to make one more effort, and give Tanlac a trial. I had read so much about the good it was doing others who seem to have suffered as I did, and I saw no reason why it should not help me just as it had these other people. Why, it turned out to be the very thing I needed, and I commenced to pick up right away, and I just continued to improve until all my troubles were overcome. I have been in perfect health ever since, and am now as well and hearty as any man. I went back to work and have been steady at it until now, and I am taking a vacation during the rainy season we always have. I never have the least sign of stomach trouble any more, and my kidneys seem to be in perfect condition. Tanlac is a wonderful medicine, and I praise it everywhere I go."

Tanlac is sold in Portland by the Owl Drug Store.—Adv.

DEBATE QUESTION SOUGHT

Commitee to Pick Subject for Interscholastic Contests.

EUGENE, Or., July 31.—(Special.)—The committee in charge of state interscholastic debating will meet within a few days at the University of Oregon to choose a question which will be debated by the high schools of the state this coming year.

Professor R. W. Prescott, university debate coach, has submitted a list of questions to the members of the committee, which consists of Superintendent George Hug of McMinnville; Miss Cornelia Marvin, state librarian at Salem; J. A. Churchill, state superintendent of schools; P. L. Campbell, precident of the University of Oregon and Mr. Prescott.

Navy Offers College Course.

YAKIMA, Wash., July 31.—(Special.)—Walter Eberle of this city, who soon will be discharged from the U. S. submarine service, after five and a half years in the navy, has ben assured by the department that he will be given a scholarship in Johns Hopkins university if he will re-enlist. He is a son of Mrs. Hattie Eberle of this city and a grandson of B. F. Barge, a pioneer educator of the state, who has lived here for many years.

Soldier Has Beaucoup Souvenirs.

YAKIMA, Wash., July 31.—(Special.)—Private E. E. Cook of this city, who returned recently from nine months' service overseas, has what is thought to be one of the best collections of German war relics in the northwest. It includes a German machine gun, German officer's saber, German rifle and other articles which most doughboys found too cumbersome to bring home.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., July 31.—Maximum temperature, 69 degrees; minimum temperature, 57 degrees. River reading, 8 A. M., 0.8 feet; change in last 24 hours, 0.3-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1918, 41.45 inches; normal rainfall since September 1, 44.48 inches; deficiency of rainfall since September 1, 1918, 3.13 inches. Sunrise, 5:22 A. M.; sunset, 8:43 P. M.; total sunshine, 2 hours 50 minutes; possible sunshine, 14 hours 51 minutes. Moonrise, 11:07 A. M.; moonset, 10:27 P. M. Barometer (reduced sea level), 5 P. M., 29.98 inches. Relative humidity: 6 A. M., 87 per cent; 1 P. M., 52 per cent; 6 P. M., 58 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	54	90	0.00	..	SW	Clear
Boise	68	94	0.00	10	NW	Clear
Boston	62	84	0.00	12	SW	Cloudy
Calgary	50	78	0.00	10	SE	Clear
Chicago	72	78	1.02	12	N	Cloudy
Denver	64	80	0.00	16	E	Cloudy
Des Moines	78	92	1.18	..	NE	Rain
Eureka	50	60	0.00	10	NW	Clear
Galveston	80	86	0.00	10	S	Clear
Helena	54	86	0.02	12	NE	Pt. cloudy
*Juneau	50	*58	0.08	..	SE	Cloudy
Kansas City	78	98	0.00	12	S	Pt. cloudy
Los Angeles	60	76	0.00	12	SW	Clear
Marshfield	48	66	0.00	..	NW	Clear
Medford	..	88	0.00	14	NW	Clear
Minneapolis	68	72	0.36	20	NE	Clear
New Orleans	78	94	0.00	..	SW	Pt. cloudy
New York	66	78	0.00	20	S	Rain
North Head	52	58	0.00	..	NW	Cloudy
North Yakima	60	90	0.00	..	NW	Cloudy
Phoenix	84	96	0.00	12	N	Cloudy
Pocatello	58	80	0.00	16	NW	Rain
Portland	51	69	0.00	..	N	Cloudy
Roseburg	54	72	0.00	..	N	Clear
Sacramento	52	84	0.00	10	S	Clear
St. Louis	78	98	0.00	10	W	Clear
Salt Lake	74	92	0.00	12	SE	Pt. cloudy
San Diego	62	72	0.00	..	W	Clear
San Francisco	50	62	0.00	28	SW	Clear
Seattle	52	62	0.01	..	S	Rain
*Sitka	52	62	0.00	..	..	Cloudy
Spokane	64	88	0.04	..	N	Clear
Tacoma	52	62	0.01	..	W	Cloudy
Tatoosh Island	50	56	0.00	16	S	Cloudy
†Valdez	46	*56	0.08	..	SW	Cloudy
Walla Walla	64	86	0.00	..	SW	Clear
Washington	68	80	0.00	..	E	Cloudy
Winnipeg	52	78	0.00	..	E	Cloudy

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Fair; gentle westerly winds.

Oregon—Fair, cooler in east portion; gentle westerly winds.

Washington—Probably showers, cooler in east portion; gentle westerly winds.

Idaho—Probably showers and cooler.

Today Telephone Properties Are Returned

After a year of Federal control, the Telephone property, which makes up the Bell Telephone system, is today returned to its owners by the United States Government.

While the property has been properly maintained, it is not the same property which the Government took over on August 1, 1918.

It is not as adequate for its job or as well manned as it was; that it is not, is in no way the fault of Federal Control which was eminently fair. It is due to causes for which neither the Government nor the Companies are to blame. A year ago today we were at war. Labor and materials needed for both telephone operation and construction were turned to military uses. Some materials were so vital to the carrying on of the war that even the work of providing telephone facilities for the Government was retarded and no part of them could be spared for the commercial telephone purposes. No less vital was the Government need for those skilled to create, maintain and operate the vast inter-communication systems necessary in modern warfare and in the conduct of the vastly increased Government services.

Thousands of telephone men were already at the battle front. Thousands more were under arms, and still telephone experts and skilled operators went into the service of the Government and contributory industries by the tens of thousands. The reserves of plant and equipment were drawn upon until they were entirely used up, and the experienced staff was gradually depleted. To find others to take the places of those who had gone was difficult; to train them takes time. During the year came victory and the armistice, and instantly the business world sprang into intense activity. The demands for telephone service passed all former records. To replace the exhausted reserves which had been carried for just such putposes and to replace the skilled forces to meet this unprecedented emergency there began a rush for construction, for readjustment, for high pressure repairs, for feverish extensions. All these must be continued with increasing effort. The return of the property comes in the very midst of this race between an overpowering demand, and an upbuilding of a system whose growth was held back and whose forces were scattered by the vital needs of war.

Much progress has been made in the upbuilding of this system, but far more is still required to meet the swift growth of business; and also to give "First Aid" to every other business and every other service struggling against an unprecedented demand. The prosperity which creates this emergency in service creates also a scarcity of those desiring employment in the service. Under such conditions telephone service generally has not been and could not be up to the pre-war standard. It is beyond human power to immediately overcome the handicap which the situation imposes. There are no people in any public or private endeavor who are working more tirelessly or strenuously for the common good than those of the telephone companies. Service has always been given, more of it must be given, and it must be improved. That improvement in some cases will take months. Eventually service must win the race with demand.

The Pacific Telephone and Telegraph Company

MILLS WILL BE OPERATED

COOS BAY LUMBER PLANTS TO BE KEPT RUNNING.

Orders to Continue Work at One and to Resume at Other Issued by Court to Receivers.

Receivers of the Coos Bay Lumber company were directed by Federal Judge Wolverton yesterday to continue operating the old small sawmill and to resume operation of the new mill. C. A. Smith, who organized the company which recently went into the hands of receivers, had applied to the court for an order directing that the property be put to use rather than stand idle when prospects in the lumber business are so favorable.

Mr. Smith asked that the receivers be ordered to operate or, as an alternative, that the idle mill be leased to him so that he could operate it.

The receivers have kept the small mill, equipped for handling Port Orford cedar, running, but they shut down the big establishment in January on the ground that the lumber situation did not justify operation of the expensive plant. In closing the big mill hundreds of men were thrown out of employment and the effect was noted in business in Marshfield. Sentiment there has been strongly in favor of the plant reopening.

For four days a hearing has been in progress in the federal court on Mr. Smith's application. Many experts were on the stand to explain the status of the lumber market and give their views regarding the future of the industry.

Novel Service at Crater Rim.

MEDFORD, Or., July 31.—(Special.)—A novel service will be conducted at the rim of Crater lake at the hotel on Sunday evening, August 10, at 8 o'clock. This will be the second annual praise and preaching service conducted by Rev. John W. Hoyt, Sunday school missionary for the Presbyterian church.

RAIN AIDS FIRE FIGHTERS

Bad Blaze in Burke Canyon, Idaho, Is Partially Checked.

SPOKANE, Wash., July 31.—Heavy rains late today helped to check the forest fire which started in Burke Canyon, near Mace, Idaho, and which for a time threatened destructio nof the Tamarack, Custer and Interstate Callahan mining properties. Fully 1000 men were fighting the fire tonight and hoped to put it out by tomorrow if it was not fanned into renewed activity by the wind.

W. T. Daniels, head of the Mace fire department, was seriously injured when he fell from a mine cribbing to the railroad tracks.

The fire was within a mile of the Custer property when checked. It was so threatening that the women and children of the mining properties and in the vicinity were taken to Wallace, Idaho, for safety.

Fires at several other points in Idaho, which had been burning some hours, still appeared threatening tonight.

DEPARTMENT HEAD NAMED

Miss Cornelia Hess Will Teach Mathematics at La Grande.

EUGENE, Or., July 31.—(Special.)—Three well-known graduates of the University of Oregon have just obtained teaching positions in the schools of the state, according to announcement from the office of President Campbell today.

Miss Cornelia Hess of the class of 1918 has been elected head of the mathematics department in the La Grande high school. She assisted Professor E. E. Decou, head of the mathematics department at the university last year. Miss Jessie Faris, 1911, will teach mathematics and English in the La Grande high school. She has been connected with the university school of music. Miss Genevieve Shaver, class of 1916, will teach in the commercial department of the Jefferson high school in Portland. Miss Frances Wiles, class of 1919, will teach English and Spanish in the high school at Santa Clara, Or.

Train Hits Auto; Woman Hurt.

LA GRANDE, Or., July 31.—(Special.)—Mrs. E. J. Hill of Elgin suffered a broken ankle when a car containing nine persons was struck by an incoming passenger train at a street crossing here. The car was wrecked and S. E. Burgunder, owner and driver, was hurled about 30 feet by the impact. All occupants were badly shaken up, one of two infants in the party escaping injury while the other, daughter of the owner, was slightly injured.

Child Struck by Auto.

CHEHALIS, Wash., July 31.—(Special.)—Victoria Zopolos, seven-year-old daughter of Nick Zopolos, is suffering from what may prove fatal injuries received when she was struck by a passing auto on Market street while crossing the pavement. The owner of the car, a Mr. Murphy of Portland, was driving slowly when the accident happened, according to report. Physicians say the little girl has about an even chance for recovery. Her neck and skull were injured.

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