LOWER RATE ON SHIP STEEL HELD URGENT

Freight Charge to Coast Yards Declared Excessive.

ROADS' INTEREST INVOLVED

Continued Shipments Here of Material for Ship Construction Important, Says L. H. Bowlby.

If the railroads of the west return to private ownership their prosperity will be materially affected by the prosperity of the Pacific coast steel and ship industry, according to L. H. Bowlby, manager of the steel department of the Columbia River Shipbuilding corporation, who says the present rate situation is not at all promising as to future shipbuilding on the Pacific coast.

"If it is correct that the carriers are to be released from government control, as reported, in the near future," said Mr. Bowlby, "it is naturally presumed that they will need enormous tonnage to earn sufficient revenues in order to enable them successfully to meet their obligations and it is natural to infer that the transcontinental carriers would prefer to transport a large tonnage of steel at a more equitable and lower rate than the present one than to transport small consignments at current rates, in the event of reduction in the number of shipyards on this coast.

Matter Important to Roads.

"In the event of carriers operating under private ownership and control, I believe they would render us assistance at this time in order to protect their own earnings and to promote and maintain a vital shipbuilding industry.

"If all future contracts are to be awarded to other than Pacific coast yards, that is, if the yards of the Pacific coast are forced to close, due to excessive rates, it is a foregone conclusion that a large revenue is lost which would have accrued to the carriers west of the Mississippi river for freight on materials for ship construction.

"Ship steel produces an enormous revenue per ton per mile, far higher than that of any other commodity to or from the coast. There is also an absence of loss or damage claims and steel is loaded to capacity, while other commodities must be more carefully handled, due to the class and nature of material.

Some Comparisons Made.

"Ship steel is valued at about 3 cents per pound. The freight rate on copper wire is the same as on steel, yet copper wire is valued at 30 cents per pound. The freight rate on lemons is the same, yet lemons belong to the category of high cost of living.

"It is beyond my comprehension why steel for merchant ships should be taxed such enormous freight rates, $1.25 to $1.37½ per hundredweight, by the railroad administration, while perishable foods—such as beans, barley, canned goods, coffee, sugar and cereals—are charged lesser rates, from 56 cents to $1.06½ per hundredweight.

"In no event do we want the price of food to go any higher, but we certainly do want the price of steel freightage reduced, in order to promote and prolong the life of the greatest industry on the Pacific coast."

TERMINAL SITE UNSETTLED

Tacoma Port Commission Has 60 Days to Appeal From Award.

TACOMA, Wash., Aug. 25.—(Special.)—The Tacoma port commission has given no hint as yet whether or not it will pay $1,000,000 to James M. Ashton for 240 acres on the tideflats for development as a terminal site.

A jury trying a condemnation suit allowed Mr. Ashton $4100 an acre for the property. It was said during the trial that if the price set by the jury was over $500,000 the port commission would appeal to the supreme court and Mr. Ashton would take similar action if the price was below $1,000,000. The commission has 60 days in which to take action.

Should the commission decide on another site it would be necessary to submit the proposition to the voters once more with a new plan of development to fit the acreage.

WELDING REPLACES RIVETING

Three New Electric Machines Installed at Northwestern Steel.

Electric welding is gradually taking the place of riveting in the construction of steel ships, if it is permissible to judge from the fact that three new electric arc welding machines have been installed in the plant of the Northwest Steel company within the past three months.

The new welder has a number of advantages over the system of riveting. One man operates it compared to a riveting crew of four. The weld in two pieces of steel becomes the strongest part of the structure. In the old manner of fastening there was a tendency for the weakest spot to be at the point of riveting.

The electric arc welder is used principally in small work, such as fastening ventilators to the deck of a vessel, or fabricating cylindrical masts.

Marine Notes.

The steam schooner Daisy Freeman arrived yesterday from San Francisco with asphalt and cement.

The steamer Dardania, operated by the Pacific Steamship company, will start loading ties today at St. Helens for the United Kingdom.

The steamer Doylestown, loading lumber for Bombay, is nearly ready to start her long cruise. She will finish loading at the West Oregon Lumber company's dock.

The river at the south Portland shipbuilding plants was churned yesterday by the steamers West Segovia at the Northwestern Steel company's plant, and the West Hartland at the plant of the Columbia River Shipbuilding corporation, which made successful dock trials.

The steamer Capines was checked in yesterday by the Columbia-Pacific Shipping company. She will load lumber and ties for the United Kingdom.

Pacific Coast Shipping Notes.

TACOMA, Wash., Aug. 25.—(Special.)—To load 600,000 feet of lumber for China, the Struthers & Dixon steamer Stanley arrived last night. The vessel is the second loading lumber here for the orient. The West Hepburn, loading for Taku bar, will sail later this week with 4,500,000 feet.

The San Diego, loading lumber for California, may get away tomorrow, and the Phyllis, loading for the south, sails Wednesday. Each vessel is taking its entire cargo from Tacoma mills.

The Seattle Maru of the Osaka Shosen Kaisha is due tomorrow. The Arabia Maru is expected to sail Wednesday for the orient. The Seattle Maru is on the New Orleans route. Both vessels have fair cargoes.

While nothing definite has been announced it is expected by local stevedores that the new scale of wages for longshoremen will be adopted by the employers. This affects 8000 men. The scale is retroactive from August 1.

The Javary of the Garland line, Captain Poindexter, cleared tonight for Shanghai with a capacity cargo from this port.

The steamer Glyndon, of the Matson line, arrived and after taking on a full cargo of box shooks will clear for Honolulu.

The San Diego shifted to the Tidewater mill Sunday after discharging at the Baker dock. She will load a capacity cargo of lumber for the south.

The big new steamer Stanley, Captain Joyce, arrived at the Northern Pacific docks today. After four days here loading lumber she will shift to Seattle to complete a general cargo and then sail for Kobe and other oriental ports. The ship was turned over to the operators a week ago and this will be her first trip.

SAN FRANCISCO, Aug. 25.—(Special.)—The Oceanic liner Sonoma, Captain J. H. Trask, arrived today from Sydney via Honolulu and Pago Pago, bringing a capacity list of passengers and a full cargo of freight. There were more than 200 in the first cabins, the second class was full and 25 were in the steerage.

The United States shipping board announced today that the sale of the four big tugs being constructed by W. F. Stone at East Oakland had been approved. The tugs will be taken over by the Red Stack company here and will be operated for deep-sea work. The consideration is to be $1,000,000, or $250,000 each.

The vessels, which will have a big steaming radius, are 150 feet in length. They have engines with a rating of 1000 horse power each. Thomas Crowley, general manager of the tugboat concern, said the company intended to do considerable ocean towing.

The shipping board steamship Cansumset, Captain Fryer, sailed for Liverpool today with a cargo of Pacific coast products. The vessel is operated by Williams, Dimond & Co.

The tanker Pearl Shell, Captain Lane, arrived from Hankow in ballast and will load immediately for the return trip.

The White Flyer steamer La Primera arrived from Portland with a full cargo of grain and other Columbia basin products to be shipped to Los Angeles. This is her first trip since being taken over by Walter Scammell.

The shipping board steamship Eelbeck arrived from the Columbia river to complete cargo here for the United Kingdom under the operation of Williams, Dimond & Co.

The shipping board steamship Fort Logan has a commander. Captain Albert Thompson, formerly of Spreckels' yacht Venetia and more recently in the United States naval reserve, has been appointed.

COOS BAY, Or., Aug. 25.—(Special.)—Captain Weyman of the steam schooner Bee, discharging cement here, has only 100,000 feet of cargo for the return trip to San Francisco. The lumber is at the Oregon Export company mill at Millington. Captain Weyman is doubtful of being able to handle the lumber owing to the draft of the Bee, which is 15 feet empty and 19 feet when loaded. The craft, which usually goes to the Export mill, draws from 12 to 14 feet with loads.

Residents of Empire and vicinity are obtaining their sea food by picking it up from the fill being made there by the suction dredge Oregon. The dredge is pumping hundreds of crabs and great quantities of clams through the pipes to the district behind the bulkheads.

The Englewood wireless station has received a gasoline launch to replace one lost two years ago by fire.

On finishing the dredging at Empire to provide an approach for the dredge P. S. Michie to the dock now under construction, the dredge Oregon will go to the Southern Pacific railroad bridge to remove shoals that have formed there in the past four years. Although the survey of the shoals has not been completed, estimates place the time required for the work at six weeks.

The steamer G. C. Lindauer arrived from San Francisco with passengers and 250 tons of freight.

GRAYS HARBOR, Wash., Aug. 25.—(Special.)—The Emergency Fleet steamer Dertona arrived today from Portland and will load a cargo of ties at the Eureka mill in Hoquiam for England.

The steamer Tahoe arrived from San Francisco and is loading at the National mill in Hoquiam.

The steamer Chehalis arrived this morning from San Francisco and after discharging a cargo of general merchandise here will load at the Hoquiam Lumber & Shingle mill.

The steamer Charles Christensen cleared last night from the Lytle mill at Hoquiam for San Pedro.

The steamer Helene arrived this afternoon and is loading at the Hulbert mill.

The steamer Willamette cleared yesterday for San Pedro from the National mill. At the harbor entrance she picked up the steamer Wahkeena and towed her to the Columbia river, where she will receive a new propeller, a blade of her old propeller having been broken off in Grays harbor.

The steamer Hartwood arrived yesterday and is loading at the A. J. West mill at Junction City.

ASTORIA, Or., Aug. 25.—(Special.)—The crippled steam schooner Wahkeena will go to Portland to have a new propeller shipped. After lying in the lower harbor over night, the steamer Dertona, from Portland, crossed out for Grays Harbor to load lumber.

With general cargo from San Francisco, the steam schooner Daisy Freeman arrived and proceeded to Portland.

After discharging fuel oil in Portland, the tank steamer Wm. F. Herrin sailed for California.

The steamer Sewickley, carrying lumber from Grays Harbor for the United Kingdom, crossed out on a 24-hour trial trip.

With fuel oil for Astoria and Portland, the tank steamer Atlas arrived from California.

The steamer Medford has shifted from Portland to Wauna, where she is loading lumber.

The training ship Iris returned from Portland and sailed for Puget sound.

The steamer Sewickley, with lumber from Grays Harbor for the United Kingdom, sailed on her 24-hour trial run at sea.

The steamer Umatilla, lumber laden from St. Helens for the United Kingdom, will complete loading bunker coal tonight and will sail tomorrow on her 24-hour trial run.

SEATTLE, Wash., Aug. 25.—(Special.)—Equipped with a new tail shaft, the Puget sound-British Columbia freighter Westham of Frank Waterhouse & Co. will resume operations Wednesday after being out of commission since last Monday. She broke her tail shaft while en route to Prince Rupert, B. C., with a general cargo. The accident occurred southeast of Cape Mudge and south of Seymour narrows.

The Elliott Bay Shipbuilding company will launch the Blaating, a wooden vessel built for Peter M. Gram, this week.

Robert C. Hill, secretary of the merchants' exchange, has returned from a long vacation in the east, during which he spent most of his time in the service of his organization. Mr. Hill made the voyage to the Atlantic on the West Hematite. On the return he inspected the methods of associations similar to the exchange in New York, Boston, Baltimore, Philadelphia, Minneapolis and Chicago.

Movements of Vessels.

PORTLAND, Aug. 25.—Sailed at 3 A. M., steamer W. F. Herrin, for Gaviota; sailed at 2 P. M., steamer Daisy Matthews, from St. Helens for San Pedro; at 4 P. M., steamer Johan Poulsen, for San Francisco via Westport; at 9 P. M., steamer City of Topeka, for San Francisco via Eureka and Coos Bay. Arrived at 8 P. M., steamer Wahkeena, from Grays Harbor.

ASTORIA, Aug. 25.—Sailed at 7:10 A. M., steamer Dertonia, for Grays Harbor; arrived at 7:15 and left up at 9:20 A. M., steamer Wahkeena, from Grays Harbor, in tow, disabled; arrived at 9:30 A. M. and left up, steamer Atlas, from San Francisco; sailed at 11 A. M., U. S. S. training ship Iris, for Puget sound; sailed at 11:30 A. M., steamer Sewickley, from Seattle and Grays Harbor for United Kingdom; arrived at 3 P. M. and left up, steamer Daisy Freeman, from San Francisco; sailed at 3:30 P. M., steamer W. F. Herrin, for San Francisco.

SAN FRANCISCO, Aug. 25.—Arrived—Steamer Eelbeck, from Portland, for London and Liverpool; arrived at 7 A. M., steamer F. S. Loop, from Portland; sailed at 6 last night, steamers E. H. Meyer and Multnomah, for Portland; arrived at 11 A. M., steamer La Primera, from Portland; at 2 P. M., steamer Rose City, from Portland.

SAN PEDRO, Aug. 25.—Arrived yesterday, steamer Klamath, from Portland, and motor schooner Lassen, from Columbia rived; sailed yesterday, steamer Flavel, for Columbia river.

HONGKONG, Aug. 21. — Sailed—Steamer Tyndarus, for Seattle.

SAN FRANCISCO, Aug. 25.—Arrived—Steamers Jocax, from Honolulu; Caspar, from Caspar; Governor, from Victoria; La Primera and Rose City, from Portland; Pearl Shell, from Hankow; Sonoma, from Sidney. Sailed—Steamers Yellowstone, for Marshfield; Nome City, for Portland.

TACOMA, Aug. 25. — Arrived — Steamers Alaska, from Alaska; Glyndon, from Honolulu via San Francisco; Stanley, from Seattle. Sailed—Steamer Javary, for Shanghai.

SEATTLE, Wash., Aug. 25. — Sailed—Steamers Ardena for New York; Queen, for San Diego; Cordova, for St. Michaels. Arrived—Steamers Wapama, from San Francisco; Lansing, from San Pedro; tug Shelikoff, from Ugashik, Alaska.

Report From Mouth of Columbia River.

NORTH HEAD, Aug. 25.—Condition of the bar at 5 P. M.: Sea, smooth; wind, south, six miles.

Tides at Astoria Tuesday.

High.		Low.	
1:49 A. M.	8.2 feet	8:35 A. M.	-0.5 feet
2:22 P. M.	8.0 feet	8:55 P. M.	0.7 feet

LONGSHOREMEN WAGE IS 90 CENTS AN HOUR

A. C. Stubbe Gives Result of Seattle Conference.

SCALE VARIES WITH WORK

Rate Runs From Minimum to $1.50 for Special Kinds of Waterfront Labor.

Full terms of the wage scale and working agreement for the employment of longshoremen, decided upon at a conference attended by representatives of the union and the employers at Seattle last Friday and Saturday, were made known for the first time last night by A. C. Stubbe, general manager of the Columbia-Pacific Shipping company, who returned Sunday from the conference. A "gentlemen's agreement" was entered into by the longshoremen and employers that no publicity would be given to the conference until today.

The agreement adopted has been placed in effect in all ports of Oregon, Washington and British Columbia. This is the first time that a uniform scale has ever been established for the entire Pacific northwest, and considerable concessions were made on both sides in order to effect this uniformity.

The terms of the agreement are in brief as follows: Longshoremen are to receive for regular longshore work the pay of 90 cents an hour for straight time and $1.35 an hour for overtime. All other work, including that performed in loading and unloading cars and in moving cargoes on lighters, scows or barges, distributing and assembling cargoes on lighters, scows or barges, is to be paid for at the rate of 80 cents an hour for straight time and $1.20 for overtime.

Weighers' Scale Fixed.

Weighers, checkers and spotters are to be paid 90 cents an hour for straight time and $1.25 an hour for overtime.

Longshoremen working on lumber and piling are to be paid 95 cents an hour for straight time and $1.40 for overtime. The wages for working with creosoted lumber and piling and also lumber on rafts, cribs, booms and submerged scows is $1.05 for straight time and $1.50 for overtime.

All hatch tenders, double winch drivers, side runners, donkey men, sling men and boom men are to receive 10 cents an hour over the regular rate. Donkey drivers are to receive one hour's overtime pay each day for getting up steam.

Men handling high explosives are to receive $2 per hour, straight and overtime.

Men working in refrigerators while in operation aboard ship, or trucking to and from freezing chambers when in operation are to receive 10 cents an hour extra.

Ten cents an hour extra is allowed for handling the following commodities: Bulk grain aboard ship, cement, copra, creosote, lime, plaster, coal, coke, sulphur and vegetable oils. Flour and wheat packed 125 pounds or more to the sack, as it is shipped from Portland, will be handled at the rate of 10 cents an hour extra.

The following working rules were adopted: Eight hours shall constitute a working day, from 8 A. M. to noon and from 1 to 5 P. M. Any work performed outside those hours and on federal and state holidays shall be paid for at the overtime rate. If men work through a meal hour on the day or night shift, they will be paid at the overtime rate for such work.

Time Is Regulated.

When men are ordered to work they will be paid from the time specified for work and not merely from the time at which work is provided. When men are ordered to work and are not employed, or are employed for less than two hours, they will be allowed two hours' pay.

In case of a necessary suspension of work because of the breaking of gear or other such cause between the hours of 8 A. M. and 5 P. M. no reduction in pay will be made for the time lost if it is only one hour or less. If the delay is longer than one hour the men will receive an hour's full pay and half pay thereafter until work is resumed. During overtime hours no deduction will be made for time lost. When men start or resume work between 1 A. M. and 6 A. M. they shall receive not less than four hours' pay whether work is provided or not.

When men are ordered to outside points, the employers will pay their transportation both ways and in addition will furnish lodging and meals, and will pay men for traveling time if between 7 A. M. and 5 P. M.

When the cargo of a vessel is badly damaged through fire, collision, springing a leak or stranding, the men will be paid $1.50 an hour for handling that part of the cargo that is in an offensive condition. If a cargo is in condition to require the use of rubber boots, leather or rubber gloves, gas masks or hand pads, these articles will be furnished by the employers.

Employer May Discharge.

The employer shall have the right to select and discharge his employes. The employer or his foreman or agent shall have the right to shift gangs from one job to another or men from one gang to another, but not from one vessel to another. This condition, however, shall not disturb existing conditions at the various ports.

The foreman in charge of warehouse, dock or stevedore work shall be selected by the employer and shall have the authority to regulate the size of the gang, sling loads and truck loads, and to direct the work.

To protect and keep intact this agreement, an organization of employers was formed to be known as the Northwest Waterfront Employers' union. It is composed of the water front employers' unions of Portland and Seattle and the Employers' federation of British Columbia. Officers of the new northwest union, who were selected at the Seattle conference, are A. F. Haines of Seattle, president, and David Baird of Vancouver, William Piggot of Victoria, A. C. Stubbe of Portland and R. R. Bartlett of Astoria, vice-presidents.

Complaint Body Formed.

An important feature of the new agreement is that a local complaint committee, consisting of one representative of the Waterfront Employers' union and one representative of the International Longshoremen's association, is to be formed in each port. This committee will hear all complaints from employers and employes and will have authority to decide the issue and compose the disagreement if possible. If they are unable to reach a decision, a third member shall be added to the committee, who is agreeable to both parties, and he will cast a deciding vote.

No amendment to the agreement is to be made except by the mutual consent of both employers and employes. The agreement is to stand until canceled by written notice by either party, and for 30 days thereafter.

The agreement bears the signatures of authorized representatives of Waterfront Employers' union of Portland, the Employers' federation of British Columbia, the Pacific Coast District of the International Longshoremen's association, the Northwest Waterfront Employers' union, and the International Longshoremen's associations of Seattle, Tacoma, Vancouver, Victoria, Portland, Rainier and Astoria.

Hearty Feeling Prevails.

In making public the terms of the agreement last night Mr. Stubbe commented heartily on the friendly terms that have existed all the way through the controversy between the employers and longshoremen.

"The conference was business-like and snappy," he said. "There was no enmity or vilification. Both parties laid their cards on the table face up, and we saw that our interests are much alike. Trouble in the past has resulted from a lack of understanding. The longshoremen had a number of minor grievances of which we had never heard, and which could have been settled immediately if there had only been some way for us to get together. We have now established such a means and there should be no lack of harmony in the future.

"We hope to have all the representatives who framed the agreement together again in a month or so when we have had time to see how it works and what changes, if any, are necessary."

WOODEN SHIPS REINSTATED

Shipping Board Orders Completion of Three Steamers.

Reinstatement of canceled contracts for the completion of three wooden steamers was announced yesterday by J. W. Hall, head of the division of wood ship construction in this district for the shipping board. The three vessels have been completed as hulls and have been awaiting orders for the installation of their machinery.

Two of the vessels which will be completed are the Montezuma and the Arvonia, built by the G. M. Standifer Construction corporation at its Vancouver plant. The other is the Boynton, built by the Coast Shipbuilding company. All three are of the modified Ferris type, of 3500 tons.

The Montezuma was launched July 13 of this year, the Arvonia July 13, 1918, and the Boynton April 19, 1919.

U. S. Naval Radio Reports.

All positions reported at 8 P. M. yesterday unless otherwise indicated.

HARTWOOD, Grays Harbor for San Francisco, 110 miles north of San Francisco.

MULTNOMAH, San Francisco for Portland, 43 miles north of Blunt's reef.

BONIFAY, Astoria for Liverpool, 290 miles south of Tillamook rock.

ERNEST H. MEYER, San Francisco for Portland, 260 miles north of San Francisco.

CELILO, San Francisco for Grays Harbor, ten miles northwest of Tillamook rock.

YOSEMITE, Port San Luis for San Francisco, 315 miles north of San Francisco.

PORTER, Everett for Monterey, 170 miles from Everett.

IRIS (U. S. training ship), Portland for Seattle, 26 miles south of Destruction island.

RAINIER, San Francisco for Seattle, 370 miles from Seattle.

COL. E. L. DRAKE, with barge 93 in tow, San Pedro for Portland, off Tillamook head.

WILLAMETTE, Grays Harbor for San Francisco, 220 miles south of Columbia river.

WASHTENAW, Port San Luis for Seattle, 280 miles from Seattle.

OLEUM, San Francisco for Portland, 215 miles from Portland.

CAPT. A. F. LUCAS, Richmond for Vancouver, off Fraser river light vessel.

CANNERY WILL BE BIG ONE

Plans for Extension at Albany Plant Already Under Way.

ALBANY, Or., Aug. 25.—(Special.)—Plans of the Puyallup and Sumner Fruit Growers' association to make its new cannery at Albany one of the largest plants of the kind in the state are developing rapidly. Now that the main building is nearing completion preparations are under way for the erection of two more structures this fall.

The main building is 96 by 208 feet in size. A boiler-room building also has been erected near the main structure.

The two additional buildings to be put up will be a structure 60 by 100 feet in size for a fruit-receiving room, and an office building, which also will contain a restroom for employes.

Machinery for the cannery is being installed rapidly and the unit to handle blackberries is in operation. Other units will be ready soon.

BRITON IS REMEMBERED

Portland Woman Second Cousin of Premier Lloyd George.

Most people when they read of Lloyd George, premier of England, picture to themselves a man powerful in the affairs of state of his own country and the world. But when Mrs. William Adams, 224 East Thirty-first street North, thinks of the British prime minister she pictures a youngster whom she knew when she was a girl.

Mrs. Adams is a second cousin of Lloyd George, her mother and the premier's father having been first cousins. She came to America early in life, but recalls seeing her famous relative when he was a youngster.

A sister of Mrs. Adams, Mrs. W. B. Price, still lives in London and has met Lloyd George on numerous occasions. A recent letter from Mrs. Price to Mrs. Adams contained an interesting account of the wedding of the premier's daughter, which Mrs. Price attended.

J. W. KELLY DIES IN IDAHO

Former Resident of Portland Is Survived by Son Here.

J. W. Kelly, former resident of Portland, died at Boise, Idaho, August 21, according to word received in Portland yesterday. Mr. Kelly was 70 years old and had lived in this city for many years prior to his removal to Boise less than two years ago.

He is survived by two sons, Henry Kelly of Portland and Alvin of Boise, and three daughters, Mrs. J. O. Buckman of Glens Ferry, Idaho; Mrs. F. B. Farmer of Missoula, Mont., and Mrs. S. A. Long of Mountain Grove, Mo.

10-CENT SUGAR HELD FAIR

Seattle Committee Fixes Prices for "Cash and Carry" Stores.

SEATTLE, Wash., Aug. 25.—Sugar should be sold at 10 cents a pound at "cash and carry" stores, the Seattle fair price committee announced today.

At other stores the price should be 11 cents, the announcement added.

Wedding On, Driver Arrested.

VANCOUVER, Wash., Aug. 25.—(Special.)—While the wedding party which he had hauled to this city was in Justice of the Peace Derr's office attending the marriage ceremony, Irvin Zan was arrested by R. F. Wiley, deputy sheriff, for driving a for-hire automobile without a license. Zan's sentence was suspended, but he was told not to come back until he had obtained the necessary legal authorization to haul persons in Washington.

Hufford President Game Commission

STEVENSON, Wash., Aug. 25.—(Special.)—Walter G. Hufford, chairman of the Skamania county game commission for the past six years, has become president of the State Game Commissioners' and Game Wardens' association through the resignation of Frank Pontius of Seattle. The next regular meeting of the association will be held in Spokane in February, 1920.

HOGS HALF DOLLAR HIGHER

TOP QUALITY BRINGS $22 AT NORTH PORTLAND YARDS.

Cattle, Sheep and Lambs Are Steady and Unchanged—Run Over Sunday Is Large.

There was a big run of 111 loads of stock at the yards yesterday and a good, active market throughout the day. The strong feature was the hog market, where a 50-cent advance was registered, with the top grade selling at $22. Cattle moved within the old range of quotations and the tone of prices was reported as steady. Sheep and lambs were also steady.

Receipts were 2238 cattle, 390 calves, 963 hogs and 2149 sheep.

The day's sales were as follows:

	Wt.	Price.		Wt.	Price.
2 steers..	1032	$10.00	1 lamb...	160	11.00
25 steers..	111	10.25	10 lambs..	101	11.00
72 steers..	890	8.50	110 lambs.	77	12.00
21 steers..	963	8.75	53 lambs..	50	9.00
3 cows...	1108	8.25	80 lambs..	77	12.25
4 cows...	980	7.00	281 lambs.	71	13.00
5 cows...	954	8.25	40 lambs..	58	9.50
25 cows...	1062	8.00	33 lambs..	81	13.00
19 cows...	850	8.00	17 lambs..	81	13.00
20 cows...	841	7.15	2 ewes...	155	7.50
10 cows...	825	6.00	1 ewe....	160	4.50
18 cows...	770	6.50	10 ewes...	94	4.00
15 cows...	853	7.50	1 ewe....	130	5.00
10 heifers.	915	7.35	5 ewes...	103	7.00
12 heifers.	970	6.00	16 ewes...	112	7.25
3 calves..	150	14.00	11 ewes...	128	6.25
8 calves..	320	8.00	30 ewes...	97	5.00
4 calves..	395	10.00	5 yearl...	104	8.50
20 calves..	290	12.00	1 yearl...	160	6.00
6 calves..	233	12.00	18 yearl...	106	8.50
11 calves..	123	9.00	2 wethers.	150	7.00
8 calves..	165	15.00	15 steers..	968	10.50
20 calves..	339	9.00	25 steers..	1295	11.50
8 calves .	241	10.00	15 steers..	940	8.50
8 calves..	180	10.00	34 steers..	889	8.00
13 calves..	310	9.00	40 cows...	1000	8.35
3 calves..	206	14.00	19 cows...	1015	7.50
2 calves..	140	15.00	17 cows...	887	8.25
2 calves..	140	15.00	22 cows...	1130	8.35
1 bull....	1550	6.50	11 cows...	1097	8.00
1 bull....	1030	6.50	1 cow....	1010	5.00
1 bull....	1460	7.00	5 cows...	1042	8.50
3 bulls...	836	6.00	9 cows...	935	7.00
1 bull....	1260	6.50	29 calves..	244	13.50
4 bulls...	922	6.50	27 calves..	269	13.00
89 hogs...	200	22.00	4 calves..	422	10.00
2 hogs...	225	21.50	7 calves..	281	10.00
18 hogs...	205	21.75	8 calves..	188	14.00
30 hogs...	202	21.85	5 calves..	358	10.00
81 hogs...	181	21.85	37 calves..	185	15.00
54 hogs...	179	21.75	8 calves..	340	9.00
17 hogs...	205	21.75	1 bull....	1530	8.00
4 hogs...	232	20.25	1 bull....	1410	5.00
4 hogs...	197	21.50	1 bull....	1470	6.00
12 hogs...	167	21.00	7 hogs...	191	20.00
4 hogs...	237	21.00	23 hogs...	181	22.00
4 hogs...	207	21.85	4 hogs...	232	21.00
12 hogs...	311	21.85	26 lambs..	77	12.00
1 hog....	300	19.50	2 lambs..	60	9.00
1 hog....	240	19.85	9 lambs..	77	11.00
1 hog....	360	19.75	63 lambs..	90	13.00
2 hogs...	130	19.85	6 lambs..	66	9.00
3 hogs...	140	19.85	8 lambs..	130	13.00
8 hogs...	226	19.50	1 ewe....	130	7.50
13 hogs...	227	21.50	12 ewes...	88	5.00
17 lambs.	80	13.00	1 ewe....	90	7.00
7 lambs.	51	9.00	3 ewes...	83	6.50
7 lambs.	84	12.50	3 ewes...	83	6.50
8 lambs..	73	$12.50	1 ewe....	100	4.50
82 lambs..	85	13.00	1 ewe....	150	7.50
27 lambs..	72	10.00	1 ewe....	110	7.50
253 lambs.	62	10.00	3 ewes...	170	8.50
20 lambs..	69	10.00	38 yearl...	90	8.00
12 lambs..	63	10.00	6 yearl...	113	8.00
40 lambs..	91	12.25	1 yearl...	110	8.50
29 lambs..	80	12.25	2 yearl...	85	5.00
8 lambs..	70	9.00	10 wethers	150	7.50

Quotations at the yards were as follows:

Best steers	$11.00@11.50
Good to choice steers	10.00@10.50
Medium to choice steers	9.00@10.00
Fair to good steers	7.50@ 8.50
Common to fair steers	7.00@ 7.50
Good to choice cows, heifers	7.50@ 8.25
Medium to good cows, heifers	7.00@ 7.50
Canners	3.00@ 5.00
Bulls	5.00@ 7.00
Calves	10.00@15.00
Hogs—	
Prime mixed	21.50@22.00
Medium mixed	20.00@21.00
Rough heavies	19.00@20.00
Pigs	18.00@19.00
Sheep—	
Eastern Oregon lambs	12.50@13.00
Valley lambs	11.50@12.50
Fair to medium lambs	9.00@10.00
Yearlings	6.00@ 8.50
Wethers	6.00@ 7.50
Ewes	5.00@ 7.50

Kansas City Livestock Market.

KANSAS CITY, Aug. 25.—Sheep—Receipts 17,000; market steady. Lambs, $11.50@17; ewes, $8.75@15.50.

KANSAS CITY STOCK YARDS, Aug. 22.—More than 80,000 cattle and 17,000 calves arrived in the five days this week, the largest receipts thus far this year, and about 55 per cent larger than a year ago. Prices were irregular. Best grain-fat steers ruled firm, and best stockers, feeders, wintered and thick grass-fat steers were steady, while other grades were 25 to 50 cents lower. In the week hogs declined $1.25@1.65, but regained part of the loss, and sheep were higher early in the week but closed lower.

Only a few cattle arrived from the far west, and the bulk of the supply came from Kansas, Oklahoma and Texas. Fed cattle were scarce, at firm prices, with best offerings bringing $18.00@18.85, yearlings sold up to $18.10. Wintered caked on grass-fat steers were steady to 25 cents lower, and the plain to fair grassers off 50 cents. Fairly good clearances are reported at the week end. The bulk of the grass fat steers sold at $10.00@12.50, and wintered grass steers, $13.00@14.50. Wednesday, there was a large accumulation of plain to fair killing cows, but these were cleaned up closely in the past two days at 35 to 50 cents lower prices than last week. Veal calves declined $2 and are selling at $9.00@15.00.

Chicago Livestock Market.

CHICAGO, Aug. 25.—Hogs, 32,000; top, $21.65; heavyweight, $19.10@21.25; medium weight, $19.35@21.60; light weight, $19.40@21.65; light light, $18.75@21.15; heavy packing sows, smooth, $18.50@19; packing sows, rough, $17.50@18.25; pigs, $17.75@19.

Cattle, 24,000; steady to strong; westerns and feeders, steady to 15c lower. Beef steers, medium and heavy weight, choice and prime, $16.50@18.75; medium and good, $12.50@16.35; common, $10@12.50; light weight, good and choice, $14@18.25; medium and common, $9.50@14; butcher cattle, heifers, $7.50@15; cows, $7.25@13.50; canners and cutters, $6@7.25; veal calves, $19@20; feeder steers, $8@13.75; stocker steers, $7.25@11; western range steers, $9.50@16.50; cows and heifers, $7.50@13.

Sheep, 39,000; lower. Lambs, 84 pounds, down $14.25@17.60; culls and common, $9@13.75; yearling wethers, $10.50@12.75; ewes, medium, good and choice, $7.75@9.25.

Omaha Livestock Market.

OMAHA, Neb., Aug. 25.—(United States bureau of markets.)—Hogs, receipts, 3500; generally 25c lower than Saturday's average. Top, $20.50; bulk, $19.40@19.75; heavyweight, $19.75@20.15; medium weight, $19.90@20.25; light weight, $19.75@20.25; heavy packing sows, smooth, $19.35@19.70; packing sows, rough, $19.10@19.35; pigs, $18@19.50.

Cattle, receipts, 25,000, slow; beef and butcher stock and steers and feeders, 50c lower. Beef steers, medium and heavy weight, choice and prime, $15.25@17; medium and good, $11.75@15.25; common, $10.50@11.75; light weight, good and choice, $15@17.50; common and medium, $11@15.25; butcher cattle, heifers, $12.50@13; cows, $7.25@12; canners and cutters, $5.25@7.25; veal calves, light and handy weight, $12.25@14; feeder steers, $7@13.25; stocker steers, $7@10.25.

Sheep, receipts, 53,000; killing classes, slow, 15@25c lower; feeders, slow, 10@15c lower. Lambs, 84 pounds, down $14.75@16.75; culls and common, $10@14.50; yearling wethers, $10.75@11.75; ewes, medium and choice, $7.50@9; culls and common, $3@7.50.

Seattle Livestock Market.

SEATTLE, Aug. 25.—Hogs—Receipts 342. Strong. Prime $21@22; medium to choice, $20.75@21.50; rough heavies, $19@19.50; pigs, $19.50@20.

Cattle—Receipts 520. Steady. Best steers, $10.50@11.25; medium to choice, $9@9.50; common to good, $6@8; best cows and heifers, $7@9; bulls, $5@7.50; calves, $7.25@13.50.

TODAY DUE TO BE COOLER

Gentle Westerly Winds Promised With Fair Weather.

Cooler weather for Portland and vicinity is promised for today. Yesterday was not as warm as Sunday and a further drop in the mercury is forecast for today with gentle winds, mostly westerly.

The weather prognostication for Oregon and Washington is almost identical: "Fair; cooler except near coast; gentle winds, mostly westerly."

The maximum temperature yesterday was 82 degrees, ten less than the maximum of Sunday. The lowest point was 59 degrees.

Scout Car Delayed.

PLACERVILLE, Cal., Aug. 25.—The official scout car of the army transcontinental motor truck convoy arrived here this afternoon, seven days late on account of difficulties encountered crossing the Nevada desert.

SHIPBUILDING PLANT FOR SALE

United States Shipping Board Emergency Fleet Corporation

Invites Proposals for the Purchase of

Shipbuilding Plant, Raymond, Washington

Operated by

SANDERSON & PORTER

This shipyard is located 11 miles from Willapa Harbor on the Chicago, Milwaukee & St. Paul R. R., with switching connection to the Northern Pacific R. R., and has been one of the very efficient shipyards in the Northern Pacific District in the building of wood ships of 3500 D. W. T. capacity.

Detailed inventory, blue prints and photographs and other data of said shipyard have been filed in the office of the District Manager, 607 Securities Building, Seattle, Washington; in the office of the Manager of the Shipyard Plants Division, Emergency Fleet Corporation, 140 North Broad street, Philadelphia, Pa., and at the yard; and the same may be inspected by prospective bidders during business hours. Copies of a description of the yard and abstract of inventory may be obtained on application to any of the above and deposit of $10.00 to guarantee return.

Sealed bids will be received until 11 o'clock A. M., Sept. 10, 1919, by the United States Shipping Board Emergency Fleet Corporation, at the office of the District Manager, 607 Securities Building, Seattle, Washington, or at the office of the Manager of the Shipyard Plants Division, 140 North Broad Street, Philadelphia, Pa., for the sale of the said Corporations' Shipbuilding Plant at Raymond, Washington, including the tools and equipment thereof, said plant being now operated by Sanderson and Porter. One of the proposals will be accepted, or all rejected, within forty-five (45) days of that date.

Bids must be submitted in duplicate, on standard proposal forms, made in the manner designated therein, and enclosed in sealed envelope marked "Proposal 8005 to be opened at 11 A. M., Sept. 10, 1919." Proposal forms may be obtained from any of the offices designated above.

Bids must be accompanied by a certified check on a National Bank, payable to the United States Shipping Board Emergency Fleet Corporation, for 10% of the amount bid. This amount will be applied upon the purchase price to be paid by the successful bidder, but in the event that such bidder fails to consummate the contract of purchase, the deposit will be forfeited to the Corporation. The balance of the purchase price is to be paid within two years.

The right is reserved to reject any or all bids.

United States Shipping Board Emergency Fleet Corporation

140 NORTH BROAD ST., PHILADELPHIA, PA.

CANNERIES GET INJUNCTION

SALMON PACKERS TO CONTINUE DURING CLOSED SEASON.

Astoria Plants' Suit Demands Right to Handle Fish Caught Outside of Three-Mile Limit.

ASTORIA, Or., Aug. 25.—(Special.)—The salmon packers on the Oregon side of the lower Columbia river propose to operate their plants during the closed season which began at noon today and to handle fish caught in the Pacific ocean outside the three-mile limit.

The Oregon legislature at its recent session enacted a law making it unlawful for any person in the Columbia river district to have salmon fish in his possession during any closed fishing period, thus forbidding the handling or packing of fish brought in from the sea. The local packers say this is a direct blow at the fishing industry in Oregon, as plants in Washington can pack these fish unmolested.

Accordingly a suit was filed in the circuit court today by the Tallant-Grant Packing company, Union Fishermen's Co-Operative Packing company, Columbia River Packers' association, S. Schmidt & Co., Booth Fisheries, Barbey Fish company and the Sanborn Cutting Packing company against Carl D. Shoemaker, as state game warden and master fish warden, to restrain him from enforcing this law. A temporary injunction has been granted, pending a hearing of the case and packing during the closed season will proceed.

DRILLING CONTRACT IS LET

Benham Falls Reservoir Site Tests to Require Two Months.

BEND, Or., Aug. 25.—(Special.)—John A. Perry of this city received word today from Percy A. Cupper, state engineer, that he had won the contract for drilling at the Benham falls reservoir site to determine the ability of the land to hold water. Mr. Perry will use a churn drill and will drive seven test holes, from 200 to 300 feet in depth. If results are satisfactory 20 or more holes, less deep, will be put down. The entire contract, it is estimated, will require two months.

Professor W. O. Crosby is in charge of the United States reclamation investigation at the reservoir site.

Albany Officer Returns.

ALBANY, Or., Aug. 25.—(Special.)—Major W. E. Stewart, who went to France early in the war with the old Third Oregon regiment, will arrive tomorrow in Albany, his boyhood home, where he will visit his father, C. H. Stewart, postmaster of Albany, and other relatives. When the war began, Major Stewart was a physician in Portland and went with the Third Oregon as a captain in the medical corps.

DAILY CITY STATISTICS

Marriage Licenses.

DUNSMORE-McCORD — T. L. Dunsmore, legal, 148 East Seventy-eighth North, and Charlet McCord, legal, 148 East Seventy-eighth North.

HODGDON-CARR — Wayne C. Hodgdon, 24, 4592 Sixty-first avenue Southeast, and Lucile Carr, 21, 59 East Simpson.

OLDS-BOBELL—Dorsie G. Olds, 23, 453 Bidwell street, and Jennie C. Bobell, 22, 453 Bidwell street.

SEXTON-SHRUM—Theodore D. Sexton, 21, The Dalles, Or., and Alpha F. Shrum, 19, 265 Fifty-first street Southeast.

GIER-HOFFER—Leo E. Gier, 27, Mount Angel, Or., and Louise L. Hoffer, 24, 634 East Twelfth street South.

TURLINGTON-CHILDS—D. C. Turlington, 32, Greenwood hotel, and Louise Childs, 20, 413 Washington street.

SHAFER-MISNER—William A. Shafer, legal, Seattle, Wash., and Ethel M. Misner, legal, Lenox hotel.

DEIRSH-CONNELL—Arthur R. Deirsh, legal, 403 Carlotta Court, and Irene F. Connell, legal, 450 East Eleventh street North.

HAZEL-HAZEL—Robert M. Hazel, legal, 6510 Eighty-fifth street Southeast, and Orpha A. Hazel, legal, 6510 Eighty-fifth street Southeast.

HUBBS-FRAZIER—A. W. Hubbs, 38, Medford, Or., and Zoe I. Frazier, 35, Multnomah hotel.

BEEBE-HOUGHTON—W. J. Beebe, legal, Woodland, Wash., and Luella G. Houghton, legal, Imperial hotel.

GREINER-McCANN—Ben F. Greiner, 38, Condon, Or., and Florence M. McCann, 22, 694½ Irving street.

Vancouver Marriage Licenses.

CLINT-ZUMWALT—Edward Clint, 24, of Portland, and May Zumwalt, 24, of Portland.

WOIKA-DeWITT—William Woika, 22, of Portland, and Helen DeWitt, 18, of Portland.

WEBB-DAVIS—George Webb, 25, of Astoria, Or., and Lorean Davis, 21, of Astoria, Or.

BLOOMQUIST-BLOOM—Otto Bloomquist, 20, of Brush Prairie, Wash., and Ellen Bloom, 17, of Brush Prairie, Wash.

ALERTAS-NOVELS—John Alertas, 22, of Portland, and Vesta Novels, 16, of Portland.

ENGELBREKTSON-BRANDT—Olaf Engelbrektson, 29, of Portland, and Anna Brandt, 24, of Portland.

KRAMIEN-HOLLINGSWORTH—L. C. Kramien, 22, of Portland, and Esther Hollingsworth, 23, of Portland.

HAMILTON-CALKINS—Ross Hamilton, 21, of Portland, and Fern Calkins, 18, of Portland.

WELLMAN-VAN LEUVEN—Elmer Wellman, 30, of Vancouver, Wash., and Rena Van Leuven, 27, of Colfax, Wash.

Births.

FLANAGAN—To Mr. and Mrs. B. Flanagan, 1452 Fern, August 12, a daughter.

POLITIS—To Mr. and Mrs. H. Politis, 550 Umatilla, August 13, a son.

WILLIAMS—To Mr. and Mrs. E. F. Williams, 768 Wasco, August 11, a daughter.

HOLTON—To Mr. and Mrs. W. P. Holton, 307 East Eleventh, August 18, a daughter.

SIMONSEN—To Mr. and Mrs. E. Simonsen, 5304 Forty-fifth, August 16, a daughter.

ALPHONZE—To Mr. and Mrs. C. A. Alphonze, 154 East Twenty-eighth, August 19, a daughter.

DAVIS—To Mr. and Mrs. D. N. Davis, 1033 East Twenty-eighth, August 18, a son.

SAMPSON—To Mr. and Mrs. P. Sampson, 91 East Sixty-ninth, August 19, a son.

KENNEDY—To Mr. and Mrs. L. H. Kennedy, 1406 East Taylor, August 11, a son.

MORI—To Mr. and Mrs. K. Mori, 89 North Fourteenth, August 12, a daughter.

LEHMANN—To Mr. and Mrs. J. H. Lehman, 1337 East Seventeenth, August 16, a son.

YOSHIDA—To Mr. and Mrs. S. Yoshida, Columbia boulevard, July 26, a daughter.

Deaths.

WALDRON—Helen C. Waldron, 790 East Sixth, August 21, 31 years; septic pneumonia.

ROUTLEDGE—Alexander Routledge, 68 Cornell road, August 19, 69 years; cancer.

O'BRIEN—Dorothy M. O'Brien, Willamette river, August 17, 16 years; accidental drowning.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 25.—Highest temperature, 82 degrees; lowest, 59 degrees. River reading, 8 A. M., 3.7 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, 41.34 inches; normal, 44.95 inches; deficiency, 3.61 inches. Sunrise, 6:23 A. M.; sunset, 8:03 P. M. Total sunshine, 11 hours; possible, 13 hours 40 minutes. Moonrise, 6:31 A. M.; moonset, 7:46 P. M. Barometer (reduced to sea level) 5 P. M., 29.94 inches. Relative humidity: 6 A. M., 71 per cent; 1 P. M., 41 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	58	98	0.00	..	NW	Pt. cloudy
Boise	62	96	0.00	..	W	Clear
Boston	66	70	0.36	12	SW	Cloudy
Calgary	48	70	0.00	..	NE	Pt. cloudy
Chicago	60	78	0.00	16	NE	Clear
Denver	68	88	0.00	12	W	Cloudy
Des Moines	58	78	0.00	..	NW	Clear
Eureka	50	64	0.00	..	W	Clear
Galveston	80	90	0.04	..	NW	Rain
Helena	62	88	0.00	..	N	Clear
Kansas City	66	78	0.34	12	NE	Pt. cloudy
Los Angeles	64	86	0.00	..	W	Clear
Marshfield	46	70	0.00	..	W	Clear
Medford	..	92	0.00	10	NW	Clear
Minneapolis	54	74	0.00	14	NW	Clear
New Orleans	74	86	0.10	..	NW	Cloudy
New York	70	74	0.48	20	NW	Clear
North Head	52	58	0.00	..	S	Pt. cloudy
North Yakima	64	94	0.00	..	SE	Pt. cloudy
Phoenix	80	100	0.00	..	W	Pt. cloudy
Pocatello	66	98	0.00	..	SW	Pt. cloudy
Portland	59	82	0.00	..	NW	Clear
Sacramento	62	96	0.00	..	S	Clear
St. Louis	64	78	0.00	..	N	Cloudy
Salt Lake	74	96	0.00	..	SE	Pt. cloudy
San Diego	66	74	0.00	..	SW	Pt. cloudy
San Francisco	50	64	0.00	34	SW	Clear
Seattle	60	78	0.00	..	S	Clear
*Sitka	..	74	....	..	....	....
Spokane	58	90	0.00	10	SW	Clear
Tacoma	56	80	0.00	..	NW	Pt. cloudy
Tatoosh Island	50	..	....	..	....	....
†Valdez	42	*56	0.02	..	NE	Rain
Walla Walla	70	96	0.00	..	SW	Clear
Washington	72	82	0.00	..	N	Clear
Winnipeg	46	72	0.00	10	NW	Pt. cloudy

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

FORECASTS.

Portland and vicinity—Fair and cooler; gentle winds, mostly westerly.

Oregon and Washington—Fair; cooler except near coast; gentle winds, mostly westerly.

Idaho—Fair and not so warm.

TRAVELERS' GUIDE.

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