CHAMBER TO FIGHT SHIPPING DISTRICT

Foreign Trade Department Consolidates Work.

NEW DIRECTORS NAMED

Plans Outlined to Oppose Move to Place Columbia River Under Outside Domination.

Creation of a new foreign trade department of the Portland Chamber of Commerce was announced yesterday by H. B. Van Duzer, president of the chamber. This new department will be on a parallel with the industrial, advertising and other major department of the chamber and will act upon all matters of foreign and domestic water-borne commerce.

Heretofore this work has been divided between the shipping and navigation committees of the chamber. Under the new plan, both of these committees are to be subsidiary to the foreign trade department.

Directors Are Appointed.

Directors of the new department were appointed in accordance with a recent order of the board of directors of the Chamber of Commerce. Those selected for this department are Peter Kerr, chairman; J. D. Hunt, Max H. Houser, John Latta, Bert C. Ball, C. E. Dant and Nathan Strauss. Mr. Van Duzer, as president of the chamber, will be ex-officio a director of the department. The directors will hold their first meeting at 1:30 o'clock tomorrow afternoon.

One of the first tasks confronting the foreign trade department will be the campaign to be conducted by the Chamber of Commerce against the creation of a new shipping board district to embrace Puget sound and the Columbia river, with headquarters at Seattle.

Portland Shippers United.

In regard to the attitude of the Chamber of Commerce toward the proposed district, Mr. Van Duzer said: "Portland shipping interests are apparently of one mind concerning the placing of this port under the jurisdiction of Seattle through the division of operations of the United States shipping board. They feel that business out of this port and the Columbia river has developed to such an extent that this district is entitled to direct connection with the Washington headquarters of the shipping board. They appreciate that our greatest competitor is the Puget sound district and they are not willing passively to submit to the domination of this port by Puget sound interests.

Information Is Denied.

"We are contending here that the Columbia river and Portland have during the past year used an amount of shipping board tonnage equal to or greater than the amount used on Puget sound. A representative of the Portland Chamber of Commerce went to Seattle to obtain first-hand information on the subject and was refused any facts both by representatives of the shipping board and by the collector of customs at Seattle.

"When the government's business is not public business and becomes simply community business, as it has on Puget sound, it is not fair to expect us to put our shipping future into their safekeeping."

Pacific Coast Shipping Notes.

COOS BAY, Or., July 20.—(Special.)—The steam schooner Bandon sailed at 7:30 last night for San Francisco with lumber and piling.

The gasoline schooner Tramp brought a fish cargo from Rogue river, arriving at 1:15 this afternoon.

GRAYS HARBOR, Wash., July 20.—(Special.)—The schooner Ernest H. Meyers cleared for San Pedro at 4 o'clock yesterday afternoon after taking a cargo at the Grays Harbor Lumber company.

The steamer Carlos cleared for San Pedro at 1 o'clock this afternoon, after loading at the Donovan mill.

Steamer Providencia arrived this afternoon from Tacoma. She will load cargo at the A. J. West mill for Santa Rosalia, Mexico.

ASTORIA, Or., July 20.—(Special.)—The army transport South Bend arrived at 10 last night from Seward, Alaska, and docked at pier 2 in the Astoria port terminals to load 30,000 barrels of flour for New York. She will also take four carloads of equipment and supplies, taken from the Astoria steamers Great Northern and Northern Pacific, when these vessels were commandeered by the government, and which were shipped from Bremerton navy yard.

The South Bend is commanded by Captain T. White, while W. C. Kneally is her chief officer. H. C. Antonsen is her chief engineer, and First Lieutenant A. J. Klingensmith is on board as transport quartermaster. The boat carries a normal crew of 150 men, has accommodations for 2700 troops and 14,000 tons of freight. She is owned by the Luckenbach Steamship company and was built in Chester, Pa., in 1919. The craft is of 18,000 tons displacement and her dimensions are: Length between perpendiculars 520 feet; beam 60 feet; depth of hold 28 feet; draft when loaded 32 feet. On discharging at New York she will be returned to her owners.

The steam schooner Avalon completed loading 500,000 feet of lumber at the Warrenton mill today and sailed at 3:30 for Willapa to complete her cargo.

The steam schooner Tahoe arrived at 1:30 this morning from San Francisco with freight and proceeded to Portland.

The steam schooner Johan Poulsen, bringing freight for Portland, arrived at 10:10 today from San Francisco.

The steam schooner Daisy Freeman, laden with lumber from Westport, sailed at 12 o'clock last night for San Francisco.

The steam schooner Multnomah, laden with lumber from St. Helens, sailed at 6:10 this morning for San Pedro via San Francisco.

The steam schooner Tiverton, with lumber from Westport, sailed for San Pedro at 2:30 today.

The steam schooner Daisy arrived at 3 o'clock today from San Francisco and began discharging cement here. She will await loading orders.

PORT TOWNSEND, Wash., July 20.—(Special.)—Two shipping board steamers, bringing only part cargoes, arrived today from Manila and oriental ports, the West Jena arriving at 10 A. M., 10 days from Yokohama, her cargo consisting of a small shipment of silk and general products, and the Leonlum, arriving at 2 P. M., bringing a shipment of hemp and some general freight. Both vessels will discharge at Seattle, where they will load outward.

The Osaka Shosen Kaisha steamer Tomiuras reported by wireless she could arrive here for quarantine inspection tomorrow morning. She is bringing general cargo for discharge at Seattle and Tacoma.

After completing the various ports in Puget sound to obtain sailors for the vessel, W. T. Lewis, bound for Capetown, the shipping office sent an agent to Victoria, where five men were signed and brought here tonight. Six more men are needed. It will take some time to complete her complement, during which the big craft will swing at anchor here.

SAN PEDRO, July 20.—(Special.)—Although there are approximately 100 purse seiners' launches at sea since the ending of the fishermen's strike, no catches of blue fin tuna have been brought into port. There is a veritable famine of tuna. Some fishermen reported they had been unable to sight schools of the fish, while others declared they had been unable to cast their nets owing to rough weather.

Though receipts of blue fin tuna were slight, catches of albacore were good and the canneries this week were operating at capacity.

The steamers Claremont and Helene arrived from the north today with lumber cargoes. Several of the lumber carriers departed for the north, having finished the discharge of their cargoes.

Lumber receipts for this week probably will be larger than for any week in the last few months.

The Los Angeles steamship company was one of the largest units authorized to do business in June, according to reports made public today. The capital of the company is $5,000,000. It will operate the steamers Yale and Charles.

SEATTLE, Wash., July 20.—(Special.)—Covered with glory because of her daring work in pulling the Tacoma fishing schooner Presho off the rocks at Carmanah light, Vancouver island, last week the fishing ship Roche Point arrived in port today with 45,000 pounds of fresh salmon and 9000 pounds of fresh halibut, the halibut having been removed from the Presho. One of the big freighters built by Japan for the shipping board, the 10,625-ton steamship Eastern Soldier, is discharging oriental cargo at the East Waterway Dock & Warehouse company's terminal preparatory for her delivery to the emergency fleet corporation here. She is the largest steamship built by Suzuki & Co. for the shipping board under the second agreement between the American and Japanese governments. All the Eastern Soldier's equipment is of the most modern type, including the use of steam for cleaning out the oil tanks.

Bringing a light load, the Japanese steamship Heimei Maru of the Ocean Transport company will arrive from the orient tomorrow and will be followed the latter part of next month by another vessel of the same fleet, according to word received today by the Trans-Oceanic company, general agents on the Pacific coast for the Japanese corporation. The company dispatched the steamship Ural San Maru from Seattle three weeks ago.

In resolutions made public today the Engineers' club of Seattle calls on the port commission to remove C. J. France from the office of the executive secretary in the port organization on the ground that he has expressed readiness to support sedition and criminal anarchy by removal from our statutes of acts in opposition thereto. Mr. France was prominent in the third party convention in Chicago. The resolutions, which are signed by J. Thomas Dovey, president of the Engineers' club will come before the port commission tomorrow.

SAN FRANCISCO, July 20.—(Special.)—The Matson Navigation company steamer Maui arrived here today from Hilo and Honolulu several hours late, due to engine trouble shortly after the vessel sailed from the Hawaiian Islands. The steamer was christened on her voyage, this time as the "School Teachers' Special," due to the large number of pedagogues from the Hawaiian Islands who came up on the vessel for their annual vacations in the states. There were 253 first-class passengers, while every inch of the ship's hold was packed with freight, of which 6000 tons was sugar. Besides her large sugar shipment, the Maui carried 71,358 cases of canned pineapples.

After a report by Captain E. C. Generaux, local surveyor, regarding the condition of the steam schooner San Mateo, which struck a jetty at the entrance to Salina Cruz April 30 last and sank, it was announced today that the marine underwriters of the steamer had sold her to the Oliver J. Olson Steamship company of this city. No announcement was made regarding the purchase price. The San Mateo is at present lying at Salina Cruz. She will be towed here by the steamer Paralso.

On board the freighter West Caddow when she sailed from here today was nearly a full crew of merchant marine cadets. The vessel is bound for Hongkong and the steamer West Keene which sailed for New York, also carried a full list of shipping board cadets. Reports from captains of vessels on which cadets have been shipped reported to Captain Jorr, local superintendent of the sea service bureau, that the youths are fine sailors and grasp readily the knowledge that is taught them. He also stated that the steamer Hollywood, now nearing completion at San Pedro, would be ready for additional service as a training ship about the middle of August.

The Oceanic steamer Sonoma, in command of Captain J. H. Trask, sailed today for Sydney via Honolulu and Pago Pago with a full list of passengers and a heavy cargo of freight.

Allocation of the tanker Durango, 10,000 tons, to Struthers & Dixon by the United States shipping board was announced today. The vessel was launched at the Alameda plant of the Bethlehem Shipbuilding company and is the twelfth tanker turned to Struthers & Dixon by the shipping board.

TACOMA, Wash., July 20.—(Special.)—The Davenport, which arrived here last night from California, began loading lumber this morning for San Pedro. The steamer will shift from Tacoma Thursday to Everett to complete. The Wilmington got away last night for Port Angeles to load for San Francisco.

The Admiral Dewey, of the Pacific Steamship company coasting service, is due here this evening to load. Considerable cargo is offered now for the south.

Indications are that several wheat and flour carriers will be coming this way within the next three weeks. One of the Blue Funnel steamers are listed and the Crown of Toledo. The Harrison line vessel is due tomorrow to begin loading about 3000 tons of wheat for England.

The Rotarian, which has been allocated to Swayne & Hoft by the shipping board, will go on trial runs tomorrow, it was said today. The steamer was taking stores this morning. She will be in command of Captain Nelson.

Miss Florence Badish of Hoboken, N. J., with her parents and representatives of the Todd Shipbuilding company, are due to arrive here tomorrow. Miss Badish will sponsor the steamer Hoboken when it is launched at the Todd yards Thursday night.

The Hawaii Maru of the Osaka Shosen Kaisha line is expected here late tonight and will begin discharging at the Milwaukee docks tomorrow. The vessel has about 3000 tons of cargo for Tacoma discharge. This is the first trip of the Hawaii to Tacoma in some time as the vessel has been on the South American route. The steamer comes back in charge of Captain T. Surgua, Herold master.

"Everywhere we go we find a car shortage. Our road has about 45 per cent less cars than it should have to handle present transportation, and as we travel about inspecting the various ships and terminals we are studying the best means of relieving the situation."

So said J. M. Hannaford, president of the Northern Pacific Railway company today.

The Alameda of the Alaska Steamship company arrived at the Smelter dock today, bringing 200 tons of concentrates.

Preliminary steps toward securing a direct steamship line between Tacoma and the Philippine Islands will be taken by Tacoma business men tomorrow on the arrival in this city of Fidel Arryos of Manila, who is touring the Pacific coast to build up trade relations between the United States and the islands.

Movements of Vessels.

PORTLAND, July 20.—Arrived at 10 A. M.—Steamer Oleum, from Port San Luis. Arrived at noon—Schooner Monterey, in tow from San Francisco. Arived at 4 P. M.—Steamer Tahoe, from San Francisco. Arrived at 10 P. M.—Steamer Johan Poulsen, from San Francisco. Sailed at 6:30 P. M.—Steamer Celilo, from St. Helens, for San Pedro via San Francisco.

ASTORIA, July 20.—Left up at midnight—Schooner Monterey, from San Francisco. Arrived at midnight and left up at 2 A. M.—Steamer Tahoe, from San Francisco. Arrived at 9 last night—Steamer South Bend, from Skagway. Sailed at midnight—Steamer Daisy Freeman, for San Francisco. Sailed 6:10 A. M.—Steamer Multnomah, for San Pedro via San Francisco. Arrived at 10:10 A. M. and left up noon—Steamer Johan Poulsen, from San Francisco. Arrived at 3:15 P. M.—Steamer Daisy Putnam, from San Pedro. Sailed at 4:15 P. M.—Steamer Tiverton, for San Pedro.

SAN FRANCISCO, July 20.—Arrived at noon—Steamer City of Topeka, from Portland, Eureka and Coos Bay. Arrived at noon—Steamer Willamette, from Portland.

SAN FRANCISCO, Cal. July 20.—Arrived—Sylvan Arrow from Shanghai; Willamette, from Astoria; Maui, from Honolulu; Unimak, from Westport; City of Topeka, from Portland.

Sailed — Steamers Tottori Maru, for Yokohama; Governor, for Seattle; Sonora, for Sydney; West Caddoa, for Hongkong.

SEATTLE, Wash., July 20.—Arrived—Admiral Dewey, from San Diego, via San Francisco; West Jena, from Manila; Jefferson, from southeastern Alaska.

Departed—Admiral Schley, for San Diego, via San Francisco.

SAN PEDRO, July 20.—(Special.)—Arrived, steamers Admiral Farragut, from San Diego, at 6 A. M.; Claremont, from Willapa, at 10 A. M.; Helene, from Willapa, at 10 A. M.

Sailed—Steamers Admiral Farragut, for San Francisco, at 10 A. M.; West Cayote, for San Francisco, at 4 P. M.; Fred Baxter, for Puget sound, at 6 P. M.; South Coast, for Crescent City, at 6 P. M.; Brunswick, for Fort Bragg, at 6 P. M.; G. S. Lindauer, for Albion, at 5 P. M.

Tides at Astoria Wednesday.

High.	Low.
4:48 A. M....6.9 feet	11:52 A. M. 1.6 foot
5:25 P. M....8.2 feet	.....

FISH INDUSTRY NEAR RUIN, LARSON WARNS

Small Salmon Slaughtered Deputy Warden Charges.

SEINES DESTROY FEED

Packers Are Accepting Any Size When 20 Inches Is Limit by Law Is Also Complaint.

ASTORIA, Or., July 20.—(Special.)—"Thousands of small fish are being slaughtered at the mouth of the river," remarked Deputy Fish Warden John Larson today, "and unless the practice is stopped by the enforcement of stringent regulations, many years will not elapse before the great fishing industry of the Columbia river will be ruined.

"There are more than 100 purse seines operating off the mouth of the river, and as one result of practices followed by the operators of this class of gear the shore at North Beach is literally lined with the bodies of vast numbers of young salmon which have been ruthlessly killed. Of course, these seines catch all kinds of fish, both large and small, and the operators, instead of releasing the small fish uninjured, either gaff them or haul them on the decks of their vessels and then throw them overboard dead. This is a needless destruction of the most important food fish on the Pacific coast, which the state is spending thousands of dollars each year to propagate, as the little fish are being slain long before they have a chance to develop and become of commercial value.

Feed Grounds Destroyed.

"Another injury which these purse seines are doing is to destroy the natural feeding grounds of the young salmon off the mouth of the river. Some of these seines are 150 feet deep and their heavy lead lines scrape the bottom of the sea, tearing out the vegetable growths, which are teeming with bugs and atoms upon which the small salmon feed. Nature has provided these feeding grounds for the salmon, and we are allowing them to be destroyed.

"The purse seiners are not the only ones responsible for this destruction of small fish. Some of the packers are at fault by encouraging the practice. For instance, last year the packers made an agreement to take no fish under 20 inches in length, and the legislature at its recent session enacted a law fixing the limit of 20 inches in length on fish which can be accepted at any packing plant. That limit is far too low, and several packers, realizing that fact, have agreed to accept no salmon weighing less than eight pounds each.

Any Size Accepted.

"Others, however, are receiving fish of almost any size. In fact, one packer told me recently that he was running his cannery and he would accept any fish that he wished. As an instance of the kind of salmon that is being delivered at that plant, one delivery there a few days ago included a box which contained 200 fish, when customarily from six to eight fish will fill a box.

"I cannot arrest a man unless he accepts fish under 20 inches in length. Now a fish that size will weigh only four or five pounds, whereas the state law should prohibit the delivery of salmon weighing under ten pounds each. If we had such a law and could place some strict regulations on the operations of the purse seiners there might be a chance of checking this ruthless destruction of the small salmon."

NEW LINE NAMES VESSEL

ELDORADO TO RUN BETWEEN COAST AND GULF PORTS.

Four Steel Steamships of 3500 Tons Capacity Said to Have Been Allocated to This Service.

The steamship Eldorado was named as the first vessel in the new steamship line that is to connect Pacific coast ports with the Gulf of Mexico, in a communication received yesterday by the Portland Chamber of Commerce from Walter Parker, general manager of the New Orleans association of commerce.

The Eldorado, according to this information, is to leave New Orleans early in August for Portland and other Pacific coast ports, and will be followed during that month by two more steamers.

Four steel steamships of 3500 tons deadweight capacity are reported to have been allocated to this service, and more will be added as business develops.

Swayne & Hoyt of San Francisco have been appointed Pacific coast agents for the service, which will be handled at New Orleans by the J. H. W. Steele Co.

The new service is to be known as the "Pacific-Carribbean & Gulf Line." Five distinct freight services are to be maintained as follows: From New Orleans to Colombian ports, from New Orleans to Pacific coast ports, from New Orleans to the west coast of South America as cargo offers, from Pacific ports to Colombian ports and from Pacific ports to New Orleans.

Oregon Fir Puts to Sea.

The six-masted schooner, Oregon Fir, the second of two such vessels purchased as hulls from the shipping board and completed as schooners by Grant Smith & Co., put to sea from Prescott at 7 o'clock last night. She is bound for Melbourne, Australia, with a cargo of lumber from Portland and Prescott.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	Date.
M. S. Culburra	Galveston	July 22
St. West Nivaria	China	July 24
Str. Westward Ho	Baltimore	July 25
Str. Pomona	San Fran	July 28
Str. Hawarden	New York	July 30
Str. Waban	Orient	Aug. 3
Str. Abercos	Orient	Aug. 3

To Depart From Portland.

Vessel—	For—	Date.
Str. Oleum	San Fran	July 21
Str. Rose City	San Fran	July 21
Str. Sinaata	Europe	July 22

Vessels in Port.

Vessel—	Berth—
Str. Argus	Westport.
M. S. Avance	Supple's dock.
M. S. Calhana	Terminal No. 4.
Str. Daisy Putnam	Terminal No. 4.
Str. Eastern Ocean	Terminal No. 1.
Sch. Keola	Inman-Poulsen mill.
Str. Flavel	Westport.
Str. Hakushika Maru	East'n & West'n mill.
Bkt. K. G. Pederson	Hammond mill.
Str. Johan Poulsen	Couch-street dock.
Bkt. Kath. Mackall	American Can dock.
Str. Montague	Terminal No. 4.
Bkt. Monterey	Star Sand Co. dock.
Str. Oleum	Willbridge.
Str. Rose City	Ainsworth dock.
Str. Sinaata	Montgomery dock.
Str. Tahoe	Terminal No. 2.
Str. The Angeles	Terminal No. 1.
Str. West Keats	North Pacific mill.
Str. Wawalona	Terminal No. 4.

HISTORY SHIP CHARTERED

AVANCE IS BURNED, SUNK, RAISED, REPAIRED, DELIVERED

Vessel, Scheduled to Carry Lumber to Cuba, Will Sail Under Norwegian Flag.

The motorship Avance, built by the Columbia engineering works, burned, sunk, raised and repaired in the local harbor, has been chartered by Dant & Russell to carry lumber to Cuba, and is expected to start loading next week, it was announced yesterday by C. E. Dant. The Avance is now at Supple's dock, where the Pacific Marine Iron works is making changes in her engine room, preparatory to her transfer from American to Norwegian registry.

Without leaving Portland harbor the motorship Avance has acquired more history than is the lot of some vessels in their entire career. She was built for Norwegian interests by the Columbia engineering works, which became involved in financial difficulties before the vessel was delivered, and went out of business. As she was lying at this company's dock last November she caught fire in an unexplained manner, was burned nearly to the water's edge, and was flooded with water and sunk by the fireboat to prevent her total destruction by the flames.

A contract to salvage the submerged hull was awarded by receivers of the Columbia engineering works to William Cornfoot and Robert McIntosh, and this work has just been finished. She was offered for sale at public auction, which was called off before it took place. A trial trip, scheduled for two weeks ago, could not be performed because of a $10,000 libel for attorneys' fees.

It is now understood that the original interests for which she was built have taken her over, assumed all indebtedness of the vessel, and are to operate her under the Norwegian flag.

U. S. Naval Radio Reports.

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

ASUNCION, Eureka for San Pedro, 150 miles from San Pedro.

WAHKEENA, San Pedro for San Francisco, 210 miles south of San Francisco.

HUMBOLDT, San Francisco for San Pedro, 55 miles west of San Pedro.

QUEEN, San Francisco for Wilmington, 144 miles from San Francisco.

PRESIDENT, San Francisco for Wilmington, 136 miles from San Francisco.

CHALLAMBA, motorship, Norfolk for Bremerton, 240 miles south of San Francisco.

WINDBER, Grays Harbor for Callao, 135 miles south of San Francisco.

HERCULES, tug, San Francisco for Seattle, 493 miles from San Francisco.

WEST NIVIA, Shanghai for Grays Harbor, 137 miles west of Grays Harbor.

STORM KING, tug, with log raft in tow, Astoria for San Francisco, 425 miles from San Francisco.

RICHMOND, towing barge 95, Seattle for San Pedro, 378 miles from Seattle.

EL SEGUNDO, Richmond for Point Wells, 244 miles south of Point Wells.

WASHTENAW, Portland for Port San Luis, 71 miles from Port San Luis.

NILE, San Pedro for Kobe, 1750 miles from San Pedro at 8 P. M., July 19.

ADMIRAL SCHLEY, Seattle for San Francisco, 90 miles from Seattle.

SPOKANE, Ketchikan for Seattle, 136 miles from Seattle.

M. S. OZMO, Kuskokwim river for Seattle, 340 miles from Cape Fullerton.

MULTNOMAH, St. Helens for San Francisco, 135 miles south of the Columbia river.

EASTERN CROWN, San Francisco for Yokohama, 40 miles west of San Francisco.

REMTON, San Francisco for Canal Zone, 66 miles north of Point Sur.

CULBURRA, San Francisco for Portland, 89 miles north of San Francisco.

GOVERNOR, San Francisco for Seattle, 28 miles north of San Francisco.

WILLAMETTE, San Francisco for San Diego via San Pedro, 50 miles south of San Francisco.

FRANK H. BUCK, Gaviota for Linnton, 180 miles from Gaviota.

EASTERN GLADE, Balboa for San Pedro, 318 miles from San Pedro.

DILWORTH, Kahului for San Pedro, 911 miles from San Pedro.

ATLAS, towing barge 93, Richmond for Portland, 40 miles from Richmond.

SANTA CRUZ, San Francisco for Calcutta, 1936 miles from San Francisco.

WEST CADDOA, San Francisco for the orient, 34 miles from San Francisco.

WEST NILIS, San Francisco for Honolulu, 811 miles west of San Francisco.

QUABBIN, Honolulu for San Pedro, 1305 miles west of San Pedro at 8 P. M., July 19.

DILWORTH, Kahului for San Pedro, 600 miles from San Pedro.

LYMAN STEWART, Seattle for San Luis, 842 miles from San Francisco.

HARTWOOD, Grays harbor for San Francisco, 117 miles north of San Francisco.

ERNEST H. MEYER, Grays Harbor for San Pedro, 282 miles south of Grays Harbor.

EFFINGHAM, 52 miles north of Cape Mendocino, from Tacoma for San Pedro.

WEST KADEB, Cuba for Vancouver, 163 miles north of San Francisco lighthouse.

EASTERN MARINER, San Francisco for Manila 710 miles from San Francisco, 8 P. M., July 19.

HOLMBACH, BAXTER, San Francisco for Seattle, 165 miles north of San Francisco at 8 P. M., July 19.

HERRIN, Monterey for Portland, 25 miles from Monterey.

CAPT. LUCAS, Latouche for San Pedro, 712 miles from San Pedro.

SANTA ANA, towing barge W. J. Pirrie, 270 miles from San Francisco.

HORACE X. BAXTER, San Francisco for Seattle, 46 miles north of Cape Blanco.

WEST CAPE, San Francisco for Honolulu, 440 miles from San Francisco at 8 P. M., July 19.

Marine Notes.

The steam schooner Daisy Putnam arrived at Astoria yesterday afternoon with a cargo of asphalt for Portland and started up the river at 5 o'clock. She will discharge at municipal terminal No. 1.

The freight and passenger steamer Rose City will sail for San Francisco at 10 o'clock this morning.

The barkentine Monterey arrived at the Star Sand company's dock at Linnton at 1 o'clock yesterday afternoon to discharge her rock ballast preparatory to loading lumber for South Africa.

The steam schooner Johan Poulsen arrived at the Couch-street dock late last night with general freight for the Parr-McCormick company from San Francisco.

The steam schooner Tahoe reached the Ukase dock at 4 o'clock yesterday afternoon with general freight from California, which she will discharge there and at municipal terminals Nos. 1 and 2.

The steamer Celilo of the McCormick line sailed from St. Helens at 5 o'clock yesterday with passengers and lumber for San Francisco and San Pedro.

The steamer West Nivaria of the Columbia-Pacific North China line will be due at Grays Harbor this morning to load a part of her next outward cargo before coming here to discharge her inward freight and complete a general cargo for north China ports.

ROTARIANS SHOW GROWTH

ESTES SNEDECOR HONOR GUEST AT CLUB'S LUNCHEON.

Mayor Baker and Senator Chamberlain Speak on Progress Made by Order.

The growth of the Rotary clubs during the past decade and the ethical code of Rotary were presented in a luncheon given at the Chamber of Commerce in honor of Estes Snedecor, recently elected president of the International Rotary clubs of the world. Mayor George L. Baker, presiding chairman; Senator George Chamberlain and Estes Snedecor were the principal speakers.

The growth of the organization was recounted by Mayor Baker, who pointed out that at the first convention held 10 years ago there were 171 delegates present, while 7500 were present at the convention at Atlantic City which elected Snedecor.

The Rotary code of ethics in business, which Mayor Baker urged all business men to accept as their standard, was read by Charles E. Cochran, district governor of Rotary. This code consisted essentially of a broad application of the golden rule in business, with no distinction between Rotary members and others in business, and founded upon the principle that "all men were entitled to equal opportunities in the natural resources of this planet."

Estes Snedecor, international president, declared that the people of Portland are trained in leadership, and that a new day had dawned in the history of the world. At first, he declared, we had an aristocracy of blood, followed by that of wealth; now we have an "aristocracy of service."

Senator Chamberlain spoke briefly, declaring Oregon was to be congratulated on the selection of Snedecor as international president.

Over 400 members of various civic and commercial clubs were present.

Chamberlain to Tour State.

Every town in Oregon of consequence will be visited by Senator Chamberlain during the summer. The senator will begin his tour the first week in August, entering Curry county by way of Crescent City, and working his way up the coast. By degrees he will swing inland and eventually will visit all the harbors and irrigation projects in the state. The trip, for the most part, will be made by automobile. The object of the tour is to enable the senator to gather first-hand information, as this is the first time he has had an opportunity to make an extensive trip for several years.

MACKEREL RUN ENORMOUS

School Covering Miles Reported Off Port Orford.

MARSHFIELD, Or., July 20.—(Special.)—Port Orford fishermen tell of a great run of Spanish mackerel off that coast July 11, and of going to sea the next day to procure some for deep-sea bait, only to find that the fish had passed on. One man, outbound July 11 for the halibut banks, it is said, motored through the mackerel school for a distance of nine miles.

The fishing for ling and other marketable varieties was not good that day, as the mackerel furnished them food and there was little opportunity to do any fishing with the horde of mackerel passing. Among the fish were seen a number of whales and killers, a species of shark found invariably hovering about fish that are running in schools.

NEW DREDGE TO BE OPERATED

Plans Are Changed for Work Under Way in Coos Bay Harbor.

MARSHFIELD, Or., July 20.—(Special.)—Government dredging work being done at the port of Bandon by the dredge Oregon will be turned over in certain localities where the Oregon has been operating to the bucket dredge Coos, a newly constructed dredge planned for the removal of rock from the Bandon and Coos Bay harbors.

The dredge Oregon worked in a gravel formation for some time and it was found the work was disastrous to its machinery. The gravel, it is said, will first be blasted and then removed by the Coos. Because these difficulties interfered with efficient work, Major Cavanaugh of the Portland engineering office, went to Bandon to investigate the conditions and give new orders regarding the work.

G. W. Derr Goes With New Firm.

The organization of the Oregon & Ocean corporation, headed by A. C. Stubbe, has been augmented by the addition of G. Wesley Derr in the trafic department. Derr was formerly employed by the Columbia-Pacific Shipping company, and has made several voyages around the world, studying trade conditons.

Former Oregonian Man Goes to Sea

The steamer West Keats of the North China line will put to sea Saturday or Sunday, after loading a full cargo of lumber. Frank L. Sullivan, former police reporter for The Oregonian, will ship on the steamer as ordinary seaman.

Columbia River Bar Report.

NORTH HEAD, July 20.—Conditions at the mouth of the river at 5 P. M.: Sea, smooth; wind, northwest, ten miles.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 20.—Maximum temperature, 74 degrees; minimum, 58 degrees. River reading at 8 A. M., 13.5 feet; change in 24 hours, 0.1 foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1919, 35.33 inches; normal rainfall since September 1, 44.37 inches; deficiency of rainfall since September 1, 1919, 9.04 inches. Sunrise, 4:40 A. M.; sunset, 7:24 P. M. Total sunshine July 20, 9 hours 10 minutes; possible sunshine, 15 hours 14 minutes. Moonrise 10:44 A. M.; moonset, 10:28 P. M. Barometer (reduced to sea level) at 5 P. M., 30.08 inches. Relative humidity at 5 A. M., 77 per cent; at noon, 52 per cent; at 5 P. M., 48 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	24 hours Precipitation past	Wind Velocity.	Wind Direction.	Weather.
Baker	54	88	0.00	12	NW	Clear
Boise	60	94	0.00	..	NW	Clear
Boston	66	82	0.00	..	SW	Clear
Calgary	50	84	0.04	..	N	Cloudy
Chicago	62	84	0.00	..	W	Cloudy
Denver	60	90	0.00	..	NE	Cloudy
Des Moines	66	88	0.00	..	SE	Clear
Eureka	52	68	0.00	..	NW	Clear
Galveston	80	90	0.00	..	S	Clear
Helena	54	88	0.02	..	SW	Cloudy
Juneau	52	*54	0.00	..	S	Pt. cloudy
Kansas City	66	90	0.00	..	S	Clear
Los Angeles	62	86	0.00	..	SW	Clear
Marshfield	44	74	0.00	..	NW	Clear
Medford	52	92	0.00	12	NW	Pt. cloudy
Minneapolis	68	86	0.00	16	N	Clear
New Orleans	72	88	0.00	..	..	Cloudy
New York	66	82	0.00	10	S	Clear
North Head	58	66	0.00	10	NW	Clear
Phoenix	78	104	0.00	..	S	Pt. cloudy
Pocatello	60	94	0.00	14	SW	Pt. cloudy
Portland	58	74	0.00	..	NW	Clear
Roseburg	54	80	0.00	..	NE	Clear
Sacramento	56	86	0.00	14	S	Clear
St. Louis	66	86	0.00	..	SE	Clear
Salt Lake	74	98	0.00	..	S	Pt. cloudy
San Diego	60	74	0.00	..	SW	Clear
S. Francisco	52	64	0.00	22	W	Clear
Seattle	66	70	0.00	..	W	Pt. cloudy
Spokane	56	*64	0.00	..	S	Cloudy
Tacoma	58	70	0.01	..	S	Cloudy
Tatoosh Isd.	54	60	0.00	..	SW	Pt. cloudy
Valdez	46	*54	0.20	..	N	Rain
Walla Walla	62	88	0.00	..	SW	Clear
Washington	64	80	0.00	..	NW	Pt. cloudy
Winnipeg	52	82	0.00	..	NE	Pt. cloudy
Yakima	56	96	0.00	..	NW	Clear

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

FORECASTS.

Portland and vicinity—Fair; westerly winds.

Oregon and Washington—Fair; moderate westerly winds.

AMUSEMENTS.

PANTAGES
MATINEE DAILY, 2:30
Triple Features Extraordinary
MME. DOREE'S CELEBRITIES
in Grand Opera Selections.
SENATOR MURPHY
THE DOUGLAS DANCERS
Most Beautiful of Dancing Acts.
SIX OTHER BIG ACTS.
Three performances daily. Night curtain at 7 and 9.

LOEW'S HIPPODROME
TODAY-TONIGHT—TOM NAWN & CO. in "PAT AND THE GENII"; LYNDALL, LAURELL & CO., "A Night at the Beach"; Frank Juhasz, "The Gaiety Trickster"; Keating & Ross, "The Younger Generation"; Blaugh & Lockard, "Put Put"; Jewell & Raymond, "At the Kiddie Club"; Dessler & Wilson, Descriptive Dance Display.

CIRCLE Fourth at Washington.
Alice Brady
—IN—
"The Fear Market"
Also the Comedy, "Rocked to Sleep," and the Pathe News.
Open from 9 o'clock in the morning until 4 o'clock of the following morning.

LYRIC Musical Comedy
Mat. Daily at 2. Evenings at 7 and 9.
Girzie with MIKE and IKE in
"UP IN THE AIR"
A much messed-up love affair.
Friday Night—Chorus Girls' Contest.

GLOBE 11th and Washington
ALICE JOYCE
—IN—
The WINCHESTER WOMAN

Tonight - Tonight
Band Concert
—By—
Multnomah Guard Band
(65 Pieces)
Columbia Beach
Money means nothing to them but friendships do.
Come Early
Big Dance follows.
Hit the trail of laughter.
It leads to the beach.
Ride in the hydroplane, in the speedboat, on the merry-go-round, the miniature railway or the hydro-merrie.
Bring the children out on a picnic.

Wonderful Dancing
COUNCIL CREST PARK
Ten-Piece Orchestra and Monte Austin

THE OAKS AMUSEMENT PARK
FREE CONCERTS
EVERY EVENING AND SUNDAY AFTERNOONS.
Campbell's American Band
AMUSEMENTS—CONCESSIONS.
Admission to Park Free to 5 P. M. Daily Except Sundays and Holidays. Cars First and Alder. Fare 6 Cents.

SWIMMING
EVERY AFTERNOON
DANCING
EVERY EVENING
WINDEMUTH

DANCING TAUGHT
All new steps and dances taught at De Honey's beautiful academy. Twenty-third and Washington. Ladies, $3; gentlemen, $5. Classes Tuesday and Thursday evenings, 8 to 11:30. Plenty of desirable partners and practice. No embarrassment. Learn from professional dancers. Private lessons all hours. Phone Main 7656.

FLORISTS.

Lubliner & Trinz 328 Morrison St. Portland Hotel Mar.753
2 STORES 348 Morrison St. Bet. Brdwy & Park Mar.257
Charge Accounts Solicited.

Smith's Flower Shop
Portland's progressive florist. We specialize in funeral designs. 141½ Sixth, opposite Meier & Frank's. Main 7213.

MARTIN & FORBES CO.
Florists, 354 Washington. Main 269. Flowers for all occasions artistically arranged.

CLARKE BROS., florists, 287 Morrison st. Main 7709. Fine flowers and floral designs. No branch stores.

TONSETH FLORAL CO., 287 Washington st., bet. 4th and 5th. Main 5103, A 1101.

SUMMER VACATION
EXCURSION FARES
TO
OCEAN RESORTS
Season tickets are on sale daily, good to return until October 31st, and allow stop-overs. Week-end tickets are on sale Saturdays and Sundays, limited to return following Mondays.
Clatsop Beach
GEARHART AND SEASIDE
NORTH BEACH POINTS
SPOKANE PORTLAND & SEATTLE — THE NORTH BANK ROAD — COLUMBIA RIVER SCENIC ROUTE
Round Trips
$4.50 Week-Ends
$5.50 Season
Trains carrying observation parlor cars and coaches leave North Bank Station 8:30 A. M., 6:20 P. M. daily, and 2:00 P. M.