# COAST PORTS HOLD FREIGHT POSITION

## 33 Per Cent Increase Based on Entire Trip.

## DIFFERENTIAL IS AVOIDED

### Rail and Ocean Rates Combined So That All Territory Has Same Chance.

In spite of the advance in rail freight rates, which is to be made effective August 26, Pacific coast ports will continue in a position of equal competition with ports of the Atlantic and gulf coasts in the handling of overland imports and exports, it was learned here yesterday through a wire received by W. D. Skinner, traffic manager of the S. P. & S. railway, from J. G. Woodworth, vice-president, in charge of traffic of the Northern Pacific railway.

Mr. Woodworth's telegram read tersely: "Export rates are being revised on basis of new rates via New York. Hope to have tariff ready for filing to take effect August 26, or a few days thereafter."

**Rate to Coast Uniform.**

Interpreted in the light of railroad practices, this message means that instead of being increased 33 1-3 per cent on all lines, as was at first proposed, the rates will be so modified that freight originating anywhere in this country, destined for a foreign port, will be laid down at that port at practically the same cost for transportation whether it is shipped through a port on the Pacific, Atlantic or gulf coast.

In pointing out that this order of yesterday amounts to the salvation of Pacific coast commerce, George Powell president of the Oregon Pacific company, used the rates on Pittsburg steel as an illustration of the working of the new rates.

**Differential Is Avoided.**

Steel originating in the Pittsburg district is now delivered at Kobe, Japan, at a transportation cost of $23.26 per ton of 2000 pounds by way of New York, and at a cost of $23.55 per ton via Portland. The transportation cost via New York is the sum of $5.40 rail rate and $17.85 ocean rate. Shipped from Pittsburg to Kobe via Portland, the steel is charged $12 rail rate, $11.25 ocean rate and 30 cents terminal rate.

The import and export rail rates are determined as follows: The rail rate from a given point in the east is added to the ocean rate from Atlantic or Gulf ports to trans-Pacific destinations. From this total is subtracted the ocean rate from Pacific ports. This gives the basis of the rail rate which must be established from the eastern United States to Pacific ports in order to move tonnage through these ports. Had a flat increase of 33-1-3 per cent, as was contemplated, been made effective, the rail rate on steel from Pittsburg to New York would have risen from $5.40 to $7.56, while the rate from Pittsburg to Portland rose from $12 to $16. Ocean freights remaining unchanged, it would have cost $2.13 per ton more to ship steel from Pittsburg to Kobe through Portland than through New York. The opinion of local shippers and freight forwarders is that such a differential would have absolutely stopped the movement of transcontinental export freight through Pacific ports.

The telegram from Mr. Woodworth also gives assurance that import freights also will be revised on the same basis.

Thus, freight originating in the far east and bound for the Atlantic coast will still be able to move through a Pacific port at about the same total transportation cost as through a port on the Atlantic or gulf coast. Had not such a provision been made, it is believed that the new rail rates would have acted as a barrier to the in-transit freight from the far east, which now constitutes a large proportion of cargoes arriving here from across the Pacific.

### Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 12.—(Special.)—Laden with a full cargo of lumber from Westport the steam schooner Tiverton sailed at 3:10 this morning for San Pedro.

The steamer Cethana, carrying a part cargo of lumber from Linnton for Antofagasta, sailed at 5 this morning for Seattle, where she will finish loading.

The steamer Mount Etna arrived at 8:15 this morning from Union bay and proceeded to Portland, where she will load wheat. Returning she will complete her cargo of wheat here and sail for Europe.

Coming to load a full cargo of lumber at the Hammond mill the steam schooner Trinidad arrived at 7:45 this morning from San Pedro.

The tank steamer Atlas, with barge 93 in tow, will be due tomorrow morning from California with cargoes of fuel oil and gasoline for Astoria and Portland.

A wireless message received this afternoon by the pilots says the steamer Trelissick, from Cristobal for Portland, will be due at the mouth of the river at daylight tomorrow.

COOS BAY, Or., Aug. 12.—(Special.)—The steamer C. A. Smith sailed for San Francisco this afternoon with a lumber cargo. She departed at 11, after having been in port for two days.

The gasoline schooners Tramp and Osprey arrived this afternoon from Rogue river bringing canned fish. There has of late been a heavy run of chinook in Rogue river and the canneries have been working overtime to handle the offerings. The two crafts arrived at 1:15 and 1:30.

The tug Wilson, tender for the dredge Oregon, sailed at 9:15 this morning with a loaded barge for Bandon.

GRAYS HARBOR, Wash., Aug. 12.—(Special.)—The steamer Raymond cleared for San Pedro this morning with a cargo from the Aberdeen Lumber and Shingle company plant.

The 8800-ton shipping board steamer Eastern Glade, due here for a cargo of 10,000 ties for Philadelphia, is now in San Francisco undergoing repairs, according to advices received. She is expected to arrive at Grays Harbor within a week or ten days.

SEATTLE, Wash., Aug. 12.—(Special.)—The steamship Steel Trade arrived in Seattle this morning from New York via Vancouver and Union Bay, B. C. The vessel went to a berth at the Spokane street terminal of the port commission.

She discharged her cargo from the east coast in Vancouver and will load shipments of lumber and general merchandise in Seattle for New York. Norton, Lilly & Co. are Pacific coast agents for the Isthmian Steamship line's inter-coastal service.

Seattle is the mecca this year of the greatest movement of tourists ever handled by the Grand Trunk Pacific Steamship company and the Grand Trunk railroad, according to C. E. Jenney, general agent of the passenger department of the big transcontinental transportation system, with headquarters in Vancouver, B. C., who was in Seattle this afternoon on a business trip.

With shipments of lumber and railroad equipment for the government railroad in Alaska, which will be discharged on barges at St. Michael and transported up the Yukon to Nenana, the freighter Latouche of the Alaska Steamship company sailed from Seattle last night. The government shipments included 712,000 feet of lumber, six knocked-down narrow-gauge flatcars and one knocked-down narrow-gauge road locomotive. The equipment will be used on the government railroad between Nenana and Fairbanks.

Seattle's new terminal, known as Smith Cove pier B, will be used exclusively by overseas passenger ships, according to a decision reached today by the port commission, which entered into a preferential agreement with the Nippon Yusen Kaisha by which its fleet of liners will use the west side of the great terminal.

The new drydock of the Los Angeles Shipbuilding company will be ready for use next week. Preliminary tests were made yesterday and proved satisfactory. The steamer Cabrillo probably will be the first steamer to test the new dock.

Imports and exports for July, as reported by the customs collector, showed a big gain over the corresponding month of 1919. Imports last month aggregated more than half a million dollars as compared with approximately $200,000 in July, 1919.

That there will be a fight between different interests concerning the expenditure of harbor bonds moneys was indicated here last night when the chamber of commerce took a stand that the boulevard affording truck access to the outer harbor docks should be completed and that a team ferry should be installed. Interests of the inner harbor are requesting that money should be spent for the construction of wharves, which will be used by private steamship companies.

PORT TOWNSEND, Wash., Aug. 12.—(Special.)—The big steel steamer Trader arrived from New York via Havana, Balboa and Vancouver and will inaugurate the Isthmian coast-to-coast service.

After discharging some freight at Vancouver, she came to Puget sound to discharge freight consigned to Seattle, after which she will load part cargo for Atlantic ports.

She will be followed here during the present month by the new steamers Steel Worker and Steel Engineer. The company has the Steel Voyager and Steel Seafarer listed to reach Puget sound in September. In addition to this service the company has arranged for direct service between Puget sound and the United Kingdom. This latter service will be inaugurated by the steamer Steel Worker.

The schooner William Bowden was towed to an offing from her perilous position at the mouth of the Quillayute river by a passing power boat and the life-saving steamer Snohomish returned to Neah bay this morning. The Bowden has a cargo of copra for discharging at Seattle. She will probably pass in at Cape Flattery Friday.

SAN FRANCISCO, Cal., Aug. 12.—(Special.)—Two trans-Pacific liners, the steamers China and Korea Maru, nosed their way through the thick fog that has been interfering with incoming and outgoing craft at this port for the last three days this morning. Playing safe, Captain C. J. Lancaster of the China had been anchored outside the lightship for 24 hours before he brought in his vessel.

Despite the bad weather, the largest number of passengers and the heaviest shipment of oriental freight ever recorded passed through the Golden Gate from the orient, Philippines and the Hawaiian islands. On Monday the steamers Ventura and Enterprise arrived. Wednesday the Columbia and Mano arrived. All of these vessels, including today's arrivals, were loaded full-up with passengers and freight. Captain M. Jin of the steamer Korea Maru for excellent seamanship received the order of the Fourth Star of Rumania from Prince Carol of Rumania, who was a passenger on the vessel.

Five picture brides, the last that will be permitted entrance into this country following the termination of the gentlemen's agreement act between this country and Japan, arrived on the Korea Maru. They were taken to Angel island pending an investigation of their status.

Captain O. Beaton, formerly in command of the training ship Brookdale, today was notified that he had been appointed to a similar position on the cadet training ship Hollywood. The other officers appointed to various capacities on the vessel were: William Thacher, executive officer; William H. Stroud, first officer; J. M. Elb, second officer; Louis Wold, third officer; E. F. Reilly, formerly first assistant engineer of the former training ship Iris, to the same position on the Hollywood; Albert Anderson, first assistant engineer; J. P. Keating and S. Dunning, second and third assistant engineers, respectively. G. Devesen has been appointed chief steward and Frank W. Smith, formerly of the Iris, was transferred to the Hollywood as master at arms.

The Hollywood is expected to arrive here about August 20. In announcing the personnel, Captain J. W. Jory, in charge of recruiting for the board, stated that an intensive campaign would be started shortly throughout the states of California, Oregon and Washington to obtain 150 cadets for the vessel.

The motorship Borgland, bringing general merchandise for the Norway Pacific line, arrived today from Christiania.

The shipping board steamer Eastern got to sea this afternoon with cargo for Yokohama.

TACOMA, Wash., Aug. 12.—(Special.)—The steamer Ketchikan arrived at the smelter today from Cordova with a cargo of 1900 tons of concentrates and ore. The Quadra left the smelter yesterday, while the Argyll was expected to get away tonight.

With the announcement of the appointment of Dudley W. Burchard, veteran Seattle shipping man, to the post of head of the newly created North Pacific district of the shipping board's operating division, Tacoma shippers and mariners were definitely assured of the division of the district once entirely under the direction of San Francisco.

Puget sound shippers are jubilant over the granting of their requests for a division.

The British motorship Gethana, operated by the Chilberg line, is due tonight at the Danaher mill to load a cargo of lumber.

The Admiral Schley of the Admiral line is due Sunday at the Commercial dock with a general cargo from California.

The Admiral Goodrich, which brought a cargo of paper from British Columbia, sailed today.

### U. S. Naval Radio Reports.

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

HORACE X. BAXTER, Eagle Harbor for San Francisco, 262 miles from Eagle Harbor.

TUG HERCULES, Astoria for San Diego, 660 miles north of San Francisco.

PORTER, Gaviota for Everett, 703 miles north of Gaviota.

COL. E. L. DRAKE, Honolulu for San Pedro, 1093 miles from San Pedro.

ADMIRAL FARRAGUT, Seattle for San Francisco, 382 miles from Seattle.

PRESIDENT, Victoria, B. C., for Seattle, off Point Wilson.

LIBBY MAINE, Bristol Bay for Seattle, 962 miles from Scotch Cape; 8 P. M., August 11.

HYADES, Kahului for San Francisco, 323 miles from San Francisco; 8 P. M., August 11.

GOVERNOR, Los Angeles for San Francisco, 43 miles north of Pigeon Point.

TUG STORM KING, Port Angeles for San Francisco, 82 miles from San Francisco.

ROSE CITY, San Francisco for Portland, 80 miles north of San Francisco.

WAHKEENA, San Francisco for Grays Harbor, 38 miles north of San Francisco.

WAPAMA, 70 miles from San Francisco.

CITY OF TOPEKA, Eureka for San Francisco, 125 miles north of San Francisco.

HYADES, Kahului for San Francisco, 124 miles from San Francisco.

VENITIA, cleared for San Diego at 8 A. M.

FRANK H. BUCK, Monterey for Portland, 75 miles from Monterey.

CELILO, Columbia river for San Francisco, 20 miles south of Blunts Reef.

OLEUM, Portland for Oleum, 154 miles from Oleum.

EL SEGUNDO, Richmond for Point Wells, 512 miles south of Point Wells.

QUABBIN, Port Wells for San Pedro, 20 miles south of Seal Rock.

CAPTAIN A. F. LUCAS, Willbridge for San Pedro, 400 miles from San Pedro.

W. S. HERRIN, Linnton for Albion, 435 miles from Linnton.

C. A. SMITH, Coos Bay for San Francisco, 38 miles south of Coos Bay.

CITY OF TOPEKA, Eureka for San Francisco, 165 miles north of San Francisco.

WITHEVILLE, Union Bay, B. C., for Balboa, 17 miles north of Cape Mendocino.

HUMBOLDT, San Pedro for San Francisco, 105 miles south of San Francisco.

ROYAL ARROW, Beaumont, Texas, for San Francisco, 550 miles south of San Francisco.

HATTIE LUCKENBACK, Philadelphia for San Pedro, 460 miles south of San Pedro.

VENETIA, San Francisco for San Diego, 115 miles south of San Francisco.

### Marine Notes.

The British steamer Mount Etna arrived at 7 o'clock last night to load grain and lumber for Marseilles and Genoa.

The steam schooner Johan Poulsen, which brought sugar from San Francisco and redwood from Eureka, finished discharging yesterday evening and went to Westport to load lumber for California.

The steam schooner Stanwood arrived at the West Oregon Lumber company's dock at 3 o'clock yesterday morning to complete a cargo of lumber for the west coast of South America.

**Tides at Astoria Friday.**

| High. | Low. |
|---|---|
| 12:35 P. M. ...7.7 feet | 6:26 A. M. ...-1.5 feet |
| | 6:38 P. M. ...1.5 feet |

# BILL WILL FOSTER FLEET, SAYS JONES

## Senator Denounces Delay in Naming New Board.

## POLITICS HALTS ACTION

### Water Power Measure, Army Act, Rail Act, Civil Service Measure Pointed To as Party Record.

SEATTLE, Wash., Aug. 12.—(Special.)—United States Senator Wesley L. Jones, speaking before the Young Men's Republican club at a luncheon gathering today, declared that merchant marine legislation enacted by the last congress will restore American fleets to commerce if its provisions are carried out.

Senator Jones denounced the delay in appointing the new shipping board of seven members and told the young republicans he had been informed no appointment might be made until after the elections.

Pointing out the republican congressional record, Senator Jones laid special emphasis upon the new water power bill, army reorganization act, railroad act, civil service retirement act, women's suffrage amendment and the law to enforce the provisions of the eighteenth constitutional amendment, or national prohibition. The prohibition law enforcement act, Senator Jones emphasized, was passed over executive disapproval.

**Senator 22 Years.**

Discussing his own campaign, Senator Jones called attention to his 22 years' service in both branches of congress and cited the fact that he is now chairman of the committee on commerce, third on the appropriations committee and second irrigation and territories, never before attained by a Pacific coast senator. In the event a majority of the party wish to displace him with a new republican, Senator Jones said he would cheerfully acquiesce, but he would not tamely submit to the nomination of "any man who, denouncing republicanism, uses the republican banner to secure a nomination and election to carry out principles that are not republican." It would be better to elect a good democrat than such kind, Senator Jones insisted.

During the course of his speech Senator Jones said, in part:

**Defense Needs Marine.**

"Merchant marine legislation was passed by the last congress that would be the basis of development and maintenance of an adequate merchant marine. Such a merchant marine we must have for our commercial growth and our national defense. It is not a perfect measure.

"It is framed, however, solely in our interest and to aid our shipping. Every feature of it is believed to be wise. If experience shows any provision not to be wise, it will be changed, supplemented or repealed.

"Some claim section 28 will be injurious to our section of the country. Others just as wise, just as devoted to the interests of this section and just as patriotic, feel just as strongly that section 28 will be of special benefit to us. Our competitors want it repealed. That should commend it to us. It does to me. This section will be administered by American agencies that will see to it that American interests will be fully protected.

**Experience Will Show.**

"Experience, and experience alone, can show what it will do. By that I will abide. Under its influence, with the many other provisions in the bill, I confidently believe that an American merchant marine constructed in American yards, manned by American seamen, carrying American products and flying the American flag, will take the place it ought to have on the Pacific and the seas of the world.

"I want to emphasize one line of proof of democratic incapacity. The marine act was approved June 5. It provided for a board of seven. Upon this board really depends the success of the act, and the development of our merchant marine. It has not yet been approved. It will be a national calamity if this board is not approved soon. It has been hinted that it would not be approved till after election. This would be a blunder little short of a crime. This course has been the policy of this administration however, with reference to the other important boards created by congress.

### SHIPPERS ARE NOT CONVINCED

#### Jones Is Scored for Letting Clarke Handle Defense.

TACOMA, Wash., Aug. 12.—(Special.)—Following the discussion of the Jones merchant marine bill here Tuesday, local shipping men express themselves as not yet fully satisfied with explanations given by Senator W. L. Jones as to the effect section 28 will have on this coast.

It is held that it is a case of live or die for Pacific coast shipping if the bill works out, in this particular section, as some of the opponents declare it will do. It is believed that one certain effect of the act will be to make eastern ports the terminals of one or more of the Japanese lines now centering here.

The fact that Senator Jones turned the defense of his bill over to W. F. Clarke, representing the Admiral line, came in also for a great deal of criticism.

The Queen arrived Wednesday morning from San Francisco with considerable freight and, after loading, sailed in the afternoon. The Admiral Goodrich, with a full cargo of paper for San Francisco, is due tonight to discharge.

After loading freight about the sound, the motorship Santa Flavia arrived here Wednesday to pick up more cargo and was expected to sail tonight for west coast ports.

The motrship Coolcha is due Thursday morning from Port Blakeley to load lumber for west coast ports. It is not thought that she will be here over two days.

The West Togus, operated by the Pacific Steamship company and now down-sound, is expected the latter part of the week to load flour here.

Captain Archie McKay has succeeded Captain Theodore Anderson as port superintendent of the Struthers & Dixon line on Puget sound. Captain Anderson will engage in business in Alaska for the time being. Captain McKay is an old-time Alaska navigator.

The big Norwegian motorship Berglund is expected here shortly to load flour for Europe. The Berglund, which is a larger vessel than the George Washington, which loaded several months ago at the flour mill, will take about 4000 tons of cargo from Tacoma.

### Port Calendar.

**To Arrive at Portland.**

| Vessel— | From— | Date. |
|---|---|---|
| M. S. Astoria | San Fran | Aug. 13 |
| Str. Atlas | Richmond | Aug. 13 |
| S. O. barge 93 | Richmond | Aug. 13 |
| Str. Rose City | San Fran | Aug. 14 |
| Str. Steel Trader | New York | Aug. 14 |
| St. West Nomentum | China | Aug. 15 |
| Str. Mount Etna | Genoa | Aug. 15 |
| Str. Depere | San Fran | Aug. 15 |
| Str. City of Topeka | San Fran | Aug. 16 |
| Str. F. H. Buck | Monterey | Aug. 16 |
| Str. Daisy Freeman | San Fran | Aug. 16 |
| Str. Willamette | San Fran | Aug. 17 |
| Str. Multnomah | San Fran | Aug. 17 |
| Str. Davenport | San Fran | Aug. 17 |
| Str. West Cayote | San Fran | Aug. 17 |
| Str. Klamath | San Fran | Aug. 20 |
| Str. Abercos | Orient | Aug. 22 |
| Str. Everett | San Fran | Aug. 23 |
| Str. Westward Ho | Baltimore | Aug. 27 |
| Str. Point Lobos | Colon | Aug. 28 |
| Str. Eastern Belle | New York | Aug. 30 |
| Str. Hawarden | New York | Aug. 30 |

**To Depart From Portland.**

| Vessel— | For— | Date. |
|---|---|---|
| Str. Indus | U. Kingdom | Aug. 12 |
| M. S. Parthia | Cuba | Aug. 12 |
| Str. Stanwood | Callao | Aug. 14 |
| Str. Johan Poulsen | San Fran | Aug. 15 |
| Str. Rose City | San Fran | Aug. 17 |
| Str. City of Topeka | San Fran | Aug. 18 |
| Str. Willamette | San Fran | Aug. 22 |
| Str. Multnomah | San Fran | Aug. 23 |

**Vessels in Port.**

| Vessel— | Berth— |
|---|---|
| Str. Culburra | Alb. En. & Mch Wks. |
| Str. Daisy | St. Helens. |
| Str. Indus | Montgomery dock. |
| Str. Johan Poulsen | Westport. |
| Bkt. Monterey | Inman-Poulsen mill. |
| St. Olen | Peninsula mill. |
| Str. Mount Etna | Columbia dock. |
| M. S. Parthia | Clark-Wilson mill. |
| Str. Stanwood | West. Or. Lbr. Co. |
| Str. West Kader | Drydock. |
| Str. West Nivaria | St. Johns Lumber Co. |

### GAS BOAT GOES ASHORE

#### Craft Has in Tow Alice When Accident Takes Place.

SEATTLE, Aug. 12.—Messages received here today said the gas boat Dagne, towing the disabled gas boat Alice, went ashore on Ballanac Island, 18 miles north of Nanimo, B. C., yesterday afternoon.

After the Dagne grounded the Alice broke loose and went adrift in the Gulf of Georgia, according to the message. The crew landed safely. The Dagne was bound from Ketchikan, Alaska, to Seattle.

### Port Commissioners Named.

NORTH BEND, Or., Aug. 12.—(Special.)—Robert Banks, of the firm of Kruse & Banks, shipbuilders, with a plant in North Bend, was appointed by the Port of Coos Bay commissioners to serve out the unexpired term of Charles S. Winsor, resigned. The appointment would extend until January 1 and at that time Mr. Banks, who is one of the three candidates for port commissioners, will be elected, as there are three to name.

### Movements of Vessels.

PORTLAND, Aug. 12.—Arrived at 7 P. M.—British steamer Mount Etna, from Union Bay, B. C. Arrived at 3 A. M.—Steamer Stanwood, from Raymond. Sailed at 8 P. M.—Steamer Johan Poulsen, for San Francisco, via Westport.

ASTORIA, Aug. 12.—Sailed at 10 last night—Steamer Tiverton, for San Pedro. Arrived at 8 and left up at 11 A. M.—British steamer Mount Etna, from Marseilles, via Vancouver and Union Bay, B. C. Arrived at 8:35 A. M.—Steamer Trinidad, from San Pedro.

NORFOLK, Aug. 11.—Sailed—Steamer Fort Wayne, from Portland, for Bordeaux.

SAN FRANCISCO, Aug. 12.—Sailed at 5 A. M.—Steamer Daisy Freeman, for Portland. Sailed at 2 P. M.—Steamer Rose City, for Portland. Arrived at 2 P. M.—Steamer Richconcal, from Portland.

SHANGHAI, Aug. 8.—Arrived—Steamer Coaxet, from Portland, via Yokohama and Kobe, for Hong Kong, via Manila.

SEATTLE, Aug. 12.—Arrived—Steamer Steel Trader, from New York, via Vancouver, B. C., for Portland and New York.

SAN PEDRO, Aug. 11.—Arrived at 8 A. M.—Steamer Eastern Belle, from Boston, via Balboa, for Portland.

BOSTON, Aug. 11.—Sailed—Steamer Springfield, for Portland, via Balboa.

MONTEREY, Aug. 12.—Arrived at 10 last night—Steamer F. H. Buck, from Portland.

SAN FRANCISCO, Cal., Aug. 12.—Arrived: China, Hongkong; Wahkeena, Redondo; Korea Maru, Hongkong; Wapama, Everett; Richmond, Seattle; Santa Alicia, Salina Cruz; Richconcal, Astoria. Sailed: Rose City, Portland.

HONG KONG, Aug. 10.—Arrived: Ixiom from Manila (for Seattle).

YOKOHAMA, Aug. 7.—Sailed: Empress of Asia for Vancouver.

SEATTLE, Wash., Aug. 12.—Arrived: President from San Pedro, via San Diego; Admiral Goodrich from Ocean Falls, B. C.; Tajima Maru from Hongkong; Steel Trader from New York; Westham from British Columbia ports. Departed: Alameda for Anchorage; Queen for San Diego, via San Francisco; Argyll for Port San Luis.

SAN PEDRO, Cal., Aug. 12.—Arrived: Steamers Ernest H. Meyer from Grays Harbor, 6 A. M.; Phyllis from Everett, 6 A. M.; Vanguard from Eureka, 7 A. M.; Eastern Ocean from Portland, 7 A. M.; Boobyalla from San Francisco, 7 A. M.; the Angeles from Portland, 8 A. M.; Avalon from Willapa, 6 A. M. Sailed: Claremont for Willapa, 6 P. M.; Admiral Dewey for San Francisco, 10 A. M.; the Angeles for England, 5 P. M.; Eastern Ocean for England, 4 P. M.; Eastern Belle for San Francisco, 6 P. M.; Flavel for Eureka, 5 P. M.; Halco for Astoria, 5 P. M.; Brunswick for Fort Bragg, 5 P. M.; Point Judith for San Francisco, 6 P. M.

### Columbia River Bar Report.

NORTH HEAD, Aug. 12.—Condition of the bar at 5 P. M.—Sea, smooth; wind, northwest, 14 miles.

# DAILY CITY STATISTICS

**Marriage Licenses.**

SMITH-ROBINSON—Orville Lester Smith, legal, 5419 Ninety-second street, and Frances Robinson, legal, 5419 Ninety-second street.

HOUSE-STEELE—George Lee House, 44, 322½ Stark street, and Clara M. Steele, 44, Twelfth and Mill streets.

COOPER-GASSNER—Frank L. Cooper, 24, 420 Sacramento street, and Hilda Gassner, 18, 420 Sacramento street.

KELLOGG-CHERRY—Gladstone B. Kellogg, legal, Glendale, Or., and Hilda Violet Cherry, legal, 101 East Forty-first street North.

MERCER-JONES—Fred Clarence Mercer, 29, 519 East Polk street, and Agnes Pearl Jones, 18, 216 North Hartman street.

SMITH-NELITZ—Robert Smith, 22, 284 Seventy-third street, and Martha Nelitz, 23, 24 East Ninth street North.

PHIPPS-ODELL—Robert P. Phipps, 25, 152 Willamette boulevard, and Mildred H. Odell, 23, 353 Harrison street.

NOTE-TOOLE—Rex Josia Note, 24, 374 Park street, and Mary V. Toole, 23, 574 Park street.

BENVENISTE-CAPELOUTO—Victor Benveniste, 24, 346 Columbia street, and Sara Capelouto, 21, 346 Colorado street.

WARNER-DUFF—Harry J. Warner, legal, Athens hotel, and Myrtle B. Duff, legal, Irving apartments.

WORKING-ALLEN—James W. Working, 52, Eugene, Or., and Ethel A. Allen, 26, 179 East Seventy-ninth street North.

GRAF-EDLEFSEN—S. H. Graf, legal, Corvallis, Or., and Blanche Ann Edlefsen, legal, 1849 Willamette boulevard.

**Vancouver Marriage Licenses.**

BEERS-SMITH—Frank J. Beers, 31, of Portland, and Katy Smith, 24, of Portland.

BUBULO-RICHMOND—Mike Bubulo, 28, of Portland, and Mary Richmond, 21, of Portland.

BALL-STARK—Roy M. Ball, legal, of Astoria, Or., and Jennie C. Stark, legal, of Astoria, Or.

LITTLETON-DUNN—Loyelle G. Littleton, 21, of Portland and Elizabeth Dunn, 18, of Seattle.

FENIMORE-SMITH—Wallace Fenimore, 32, of Battleground, Wash., and Julia Smith, 18, of La Center, Wash.

GILBREATH-GENTRY—Millard L. Gilbreath, 26, of Silver Lake, Wash., and Ruby J. Gentry, 23, of Camas, Wash.

### Coffee Imports Show Big Gain.

WASHINGTON, Aug. 12.—Coffee imports for the fiscal year of 1920 increased more than 398,000,000 pounds over 1919, it was announced today.

# CIVIL ENGINEERS VISIT TERMINAL 4

## Municipal Grain Elevator Also Is Inspected.

## TRIP MADE IN AUTOS

### Convention in Portland Brought to Close With Smoker; Dock Commission Plays Host.

Portland's mammoth new municipal terminal No. 4 was the mecca yesterday of members of the American Society of Civil Engineers for the final day of their convention here. Leaving the Multnomah hotel at 9 o'clock in the morning, the visiting engineers traveled by auto to the terminal. There they inspected critically every aspect and engineering feature of the rail and water terminal and the adjoining municipal grain elevator.

Without exception, the visitors were favorably impressed by the high character of engineering skill shown in the design and construction of the docks, piers, warehouses, rail facilities, conveyor galleries, oil storage tanks and other mechanical features.

**Party Led by G. B. Hegardt.**

The party was under the leadership of G. B. Hegardt, chief engineer of the commission of public docks, who explained the plant in detail to the visitors. Commissioners Averill and Knapp were also in attendance and helped explain the work of the commission.

A meeting of the dock commission, scheduled for 10 o'clock yesterday morning, was postponed to 2 P. M., and then called off entirely to permit the entertainment of the visiting engineers.

Part of the programme was a luncheon served to the engineers in the cafeteria at terminal No. 4, which was recently completed and placed in operation.

**Smoker Ends Programme.**

The set programme of the 50th annual convention of the American Society of Civil Engineers ended with a smoker Wednesday evening at the Multnomah hotel, at which Frank Branch Riley held the visitors for two hours with his lecture, "The Lure of the Great Northwest."

The grand ballroom of the Multnomah hotel was filled to its full seating and standing capacity.

Fresh from a tour of the highway, the visitors entered into the spirit of Mr. Riley's colorful descriptions.

### JONES BILL HAS "TEETH"

#### Ship Board Counsel Says Cargo Is Assured U. S. Vessels.

SEATTLE, Wash., Aug. 12.—(Special.)—The American merchant marine law, framed by Senator Jones of Washington, has "teeth."

This is the message brought here by R. A. Dean, general counsel for the shipping board. Dean is in Seattle to settle shipping board claims and confer with shippers on merchant marine problems.

"The Jones bill," he said, "provides that American ships will get cargoes in foreign ports on equal terms with foreign vessels, or foreign vessels will get no cargoes in American ports.

"If American ships are excluded from foreign rate-making conferences, ships of companies in such conferences will be excluded from American ports.

"I am surprised that there is so much local criticism of section 28 of the Jones law, which grants a preferential rate on goods shipped in American vessels.

"The law has given us the right to build and sell ships and establish trade routes. In other words, it gives the merchant marine of America the opportunity to succeed."

There shortly will be American vessels in every port, he said, to carry cargoes.

### COOS DOCKAGE IN DEMAND

#### Lumber Mills Plan Way to Avoid Shortage of Rail Carriers.

MARSHFIELD, Or., Aug. 12.—The dockage the port of Coos Bay is undertaking to construct on the water front between Marshfield and North Bend already is in demand, although it will not be finished inside of 60 days. Owing to the shortage of railroad cars it is proposed by several small milling plants adjacent to Coos Bay to ship lumber to this point and here reload it on vessels and eliminate to a considerable extent the custom that has been in vogue for the last few years of shipping east by rail.

R. A. Wernich, manager of the Sitka Spruce company at Coquille, is reported as having purchased sufficient railway cars to assure that mill of sufficient rolling stock to keep the lumber coming to Coos Bay in sufficient quantities to maintain a shipload reserve at all times.

One or two mills at Reedsport which are unable to ship lumber as promptly as desired also contemplate shipping here to the port dock, it is said.

### DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 12.—Maximum temperature, 98 degrees; minimum, 68 degrees. River reading at 8 A. M., 8.0 feet; change in the last 24 hours, 0.1-foot fall. Total rainfall (5 P. M. to 5 P. M.), none. Total rainfall since September 1, 1919, 35.51 inches; normal rainfall since September 1, 44.70 inches; deficiency of rainfall since September 1, 1919, 9.19 inches. Sunrise, 5:07 A. M.; sunset, 7:25 P. M.; total sunshine, 14 hours and 18 minutes; possible sunshine, 14 hours and 18 minutes. Moonrise, 3:24 A. M.; moonset, 6:07 P. M. Barometer (reduced to sea level), 5 P. M., 29.84 inches. Relative humidity: 5 A. M., 63 per cent; noon, 38 per cent; 5 P. M., 26 per cent.

THE WEATHER.

| STATIONS. | Minimum temperature | Maximum temperature | Precipitation past 24 hours | Wind Velocity | Wind Direction | Weather. |
|---|---|---|---|---|---|---|
| Baker | 50 | 88 | 0.00 | .. | NW | Clear |
| Boise | 60 | 92 | 0.00 | .. | W | Clear |
| Boston | 72 | 84 | 0.00 | 10 | S | Cloudy |
| Calgary | .. | 86 | 0.00 | .. | .... | Clear |
| Chicago | 72 | 84 | 0.00 | 18 | N | Cloudy |
| Denver | 54 | 64 | 0.28 | .. | E | Cloudy |
| Des Moines | 68 | 70 | 0.08 | .. | N | Cloudy |
| Eureka | 52 | 58 | 0.00 | .. | W | Clear |
| Galveston | 80 | 84 | 0.00 | .. | SE | Cloudy |
| Helena | 48 | 78 | 0.00 | .. | S | Cloudy |
| Juneau† | 50 | * .. | 0.56 | .. | S | Cloudy |
| Kansas City | 68 | 74 | 0.02 | 14 | NW | Cloudy |
| Los Angeles | 64 | 80 | 0.00 | .. | SW | Clear |
| Marshfield | 48 | 86 | 0.00 | .. | NW | Clear |
| Medford | 55 | 106 | 0.00 | .. | SW | Clear |
| Minneapolis | 60 | 72 | 0.00 | 16 | NE | Pt. cloudy |
| New Orleans | 76 | 88 | 0.08 | .. | E | Cloudy |
| New York | 65 | 84 | 0.00 | 12 | S | Clear |
| North Head | 50 | 62 | 0.00 | 14 | NW | Clear |
| Phoenix | 76 | 104 | 0.02 | .. | N | Clear |
| Pocatello | 52 | 82 | 0.00 | .. | NW | Clear |
| Portland | 68 | 98 | 0.00 | 16 | NW | Clear |
| Roseburg | 58 | 102 | 0.00 | .. | NW | Clear |
| Sacramento | 68 | 104 | 0.00 | .. | S | Clear |
| St. Louis | 71 | 86 | 0.00 | .. | SW | Cloudy |
| Salt Lake | 58 | 86 | 0.00 | .. | E | Pt. cloudy |
| San Diego | 66 | 74 | 0.00 | .. | NW | Clear |
| San Fran. | 50 | 70 | 0.00 | 30 | SW | Clear |
| Seattle | 60 | 84 | 0.00 | .. | N | Clear |
| Sitka† | 48 | *58 | 0.14 | .. | .... | Cloudy |
| Spokane | 60 | 92 | 0.00 | .. | SE | Clear |
| Tacoma | 58 | 84 | 0.00 | .. | N | Clear |
| Tatoosh | 50 | 64 | 0.00 | .. | NW | Clear |
| Valdez† | 44 | *54 | 0.72 | .. | SW | Cloudy |
| Walla Walla | 64 | 88 | 0.00 | .. | W | Clear |
| Washington | 72 | 86 | 0.70 | .. | SE | Rain |
| Winnipeg | 42 | 72 | 0.00 | .. | E | Clear |
| Yakima | 62 | 94 | 0.00 | .. | SE | Clear |

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

FORECASTS.

Portland and vicinity—Fair, continued warm; northerly winds.

Oregon and Washington—Fair, continued warm; gentle northerly winds.

### Honolulu Shipping Growing.

HONOLULU, T. H., Aug. 12.—(Special.)—Honolulu harbor shipping is growing. Estimates by the harbormaster show that 180 more ships called in the fiscal year, which ended June 30, than in the previous 12 months. The total number of steam vessels for the past year was 776. The increase in tonnage was 1,650,000.

# TRAFFIC MAN PROMOTED

## E. N. McCONALOGUE TO LEAVE FOR SAN FRANCISCO.

### Northwest Manager of General Steamship Firm to Have Jurisdiction Over Coast.

E. N. McConalogue, heretofore northwest traffic manager for the General Steamship corporation, has been promoted to the position of traffic manager of the company for the entire Pacific coast, he announced yesterday in telling of his intended departure for San Francisco Monday night to take up his new duties. Mr. McConalogue opened the Portland office of the General Steamship corporation early this week. F. Devine, who has been named as Portland agent of the company, will arrive in this city Monday.

Mr. McConalogue also announced that he had asked that arrangements be made for refrigerating space for 400 tons of cargo in each of the vessels plying in this company's line to Australia and New Zealand. He is confident that a large amount of apples and other perishable commodities will move from this port to the Antipodes if such facilities are provided and that such facilities also will make possible the bringing of dairy products and other perishables from Australia and New Zealand to the Pacific coast.

The steamer Depere, of the General Steamship corporation's west coast of South America service, will be due here Saturday.

### Wireless Telephones Installed.

HONOLULU, T. H., Aug. 12.—(Special.)—Wireless telephones will be installed on the China Mail, Pacific Mail and Admiral line fleets, according to word brought here by officers of the steamer Nile of the China Mail. It is reported that the Radio Corporation of America is already at work on the plans.

### Celilo Loading at Stella.

KELSO, Wash., Aug. 12.—(Special.)—The steam schooner Celilo has been at Stella the past few days taking aboard a cargo of lumber from the Struckmeier & Smathers sawmill, which is a few miles from Stella. The lumber is hauled to Stella by truck. The cargo is to go to southern California.

### Obituary.

WILLIAM BURCHELL, a member of the police force since 1904, died at his late residence, 763 Tibbett street, yesterday morning after a long illness.

Mr. Burchell was born 47 years ago in Indiana and came to Oregon in 1889. For several years he was a farmer in eastern Oregon, coming to Portland about 1900. He is survived by his widow and son Harold, his mother, Mrs. Catherine Burchell of Portland, and four brothers, H. L. of Seattle, Edward of Heppner, Charles of Corvallis and H. N. Burchell of Sheridan.

The funeral will be tomorrow afternoon at 2 o'clock from the East Side funeral directors and interment will be at Mount Scott cemetery.

VANCOUVER, Wash., Aug. 12.—(Special.)—The thermometer today at 3 o'clock registered 97 degrees, the hottest point reached this year, according to A. A. Quarnberg, official weather observer. At 5 o'clock the temperature had dropped to 93 degrees.

# DISTRICT IS ASKED FOR

### Absurd to Do Business With San Francisco, Says Senator.

OREGONIAN NEWS BUREAU, Washington, Aug. 12.—At the first meeting of the federal water power commission today, a letter was read from Senator Wesley L. Jones of Washington, one of the sponsors of the new water power act, urging the establishment of a water power district in the Pacific northwest.

Senator Jones protested against plans formulated by the commission, establishing three districts, with headquarters at St. Paul, St. Louis and San Francisco, respectively. He said it was absurd to force the northwest, where most of the valuable power sites are situated, to transact business with a San Francisco headquarters, 1000 miles away.

The commission began hearings today on the rules under which applications for permits are to be received.

Among those appearing before the commission were Guy Talbot and F. T. Griffith, of Portland, Or.

### James Road Being Surveyed.

CENTRALIA, Wash., Aug. 12.—(Special.)—The James road from Grand Mound through Rochester to the Thurston-Grays Harbor county line is being surveyed incident to the proposed paving of the highway. The road in question is 9.2 miles in length. It is proposed to employ the Donahoe road law on the improvement.


TRAVELERS' GUIDE.

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