

RESULTS EXPECTED FROM TRAFFIC BUREAU

Innovation Finds Favor With Traders in East.

MORE BUSINESS ASSURED

General Gain in Movement Through Local Port Counted Certain of the Near Future.

Through the idea of a traffic bureau conducted by a municipality is an innovation, the idea finding favor with the leading importers and exporters of the east, and as a result, a healthy and gradual increase in the amount of business moving through this port is to be looked for, according to H. L. Hudson, manager of the joint traffic bureau of the Port of Portland and commission of public docks, who returned Sunday from a lengthy and successful trip through the eastern states.

During the past two months Mr. Hudson has been visiting the heads and traffic managers of the trans-continental railroads and large importing and exporting houses in an endeavor to secure the routing of additional freight through Portland. He also spent ten days in Washington, D. C., in conference with the general manager of the Portland Chamber of Commerce, in the fight now in progress there for recognition of this port by the shipping board and the allocation of two combination freight and passenger lines to the port between Portland and the orient by the Columbia-Pacific Shipping company.

Business Much Unsettled. The import and export business of the entire country is in an unsettled state, Mr. Hudson said yesterday, because of the uncertainty regarding application of the new merchant marine law, the delay in the appointment of new members of the shipping board, and the uncertainty regarding the application of the new tariff situation. For this reason, he said, it has been difficult to make with importers and exporters any definite arrangements for an increase in their shipments through Portland. The heads of large establishments, however, Mr. Hudson reported, were all enthusiastic over the aid offered by the Portland traffic bureau in looking after their shipments and expediting their movement, and promised close co-operation. While in New York, Mr. Hudson opened an office at the Port of Portland traffic bureau, with C. A. Lockhart in charge. Mr. Lockhart will continue his efforts to the metropolitan, but will cover the entire Atlantic coast in much the same manner as Joseph W. D. O'Brien, William G. Tait, agents of the Portland traffic bureau, are covering the far eastern field.

Prospects Are Favorable. Prospects are particularly bright, Mr. Hudson says, for an increase in the movement of goods and hemp from the orient through Portland, destined for eastern manufacturing centers. The new railroad rates, which will be in effect for the first seaboard of the country on the basis of the New York tariff, will form no impediment to the movement of trans-continental import and export freight through the Pacific coast, and may even give this section of the country a slight advantage.

EMPLOYMENT AGENT IS SUEED

Swedish Vice-Consul Avers Ship's Master Was Overcharged.

Jack Grant, one-time proprietor of a sailors' boarding house and present club owner and employment agent, is accused of extorting \$360 more than the legal fee for procuring 12 sailors for the new steamer brandy, in a suit for the recovery of that amount filed in the circuit court yesterday by Valdemar Edlund, Swedish vice-consul of Portland.

No ship could leave the port of Portland until Jack Grant got his fee for whatever employment agent for any men signed here, whether signed through him or otherwise, was the contention of Edlund, who is the ship's master, Captain B. A. Brandt, according to the complaint. It is asserted that the 12 sailors were furnished Captain Brandt August 12, for whom \$40 each was charged by Grant, whereas the legal fee does not exceed \$10 per man.

The money was paid on protest, it is said, as the captain had to leave port and the men badly. It was not an American vessel, and not knowing the law covering the matter here, the captain, assigned by the captain before sailing to the local vice consul of Sweden, and the suit results for the return of \$360 of \$480 paid.

STEAMER PASSES GIBRALTER

Report Received of S. N. Nothing About Eastern Sailor.

The steamer Bakersfield of the European-Pacific line, which sailed from Portland July 11 with a cargo of wheat for Alexandria, Egypt, and returned Tuesday, August 22, after passing through the Panama canal July 23, the Bakersfield touched at St. Thomas August 2, and August 15 picked up the disabled steamer Eastern Sailor, also bound for Alexandria, which left Tacoma the same day the Bakersfield left Portland. In the dispatch received yesterday no mention of the Eastern Sailor is made, and it is presumed that she succeeded in making repairs at sea.

Steamer Fares to Advance.

The passenger fare from Portland to Astoria on all river boats excepting those of the O. W. R. & N. company will advance September 1 from \$1.65 to \$2. It was announced by operators yesterday. It is considered certain that the Harbor Queen and Hiasa will follow suit as soon as possible under the railroad laws, which require that tariffs increasing fares be held 30 days in advance of the date on which the change becomes effective.

Crescote Tanker Coming.

The tank steamer City of Reno, carrying crescote from Grangemouth, Scotland, is expected to finish discharging a part of her cargo today and to proceed to the Columbia river. About half the cargo is destined for the plant of the St. Helens Crescote company. The arrival of the City of Reno will mark the regular semi-monthly advent of a crescote tanker. The last to come was the City of Blaine, which arrived at the St. Helens plant January 20 from Amsterdam.

Marine Notes.

The steamer West Toga of the North

BOARD SELECTIONS MADE BY HUDSON

Ports Clamor for Naming of New Shipping Body.

PARALLEL CASE IS CITED

Insistent Demand Likely to Come From Many Parts of Country Unless Law Enforced.

OREGONIAN NEWS BUREAU, Washington, Aug. 23.—Nearly two and a half months ago congress passed the merchant marine act, providing for the appointment of seven directors of a new shipping board, to be chosen in a manner providing for the maximum unity of full representation of all interests of the country on this most important body. The act has been approved by the president to the new board membership.

It is now believed that a law duly passed and approved should be enforced, are growing very restless under the present delay. A large number, who expected to find in a board chosen from the country at large, a man to be appointed by the respective rights, are also beginning to clamor for the enforcement of the law. It is assumed that the executive power was given to proper time to study of applicants, and also incidentally, to the political of the case.

Convention Used as Excuse.

Then the San Francisco convention appeared on the horizon, and a wait until it was over, with return home of a flock of cabinet officers, was advanced as reason for further delay. No appointments coming soon thereafter, other reasons were advanced in order to keep the board in limbo. It has been tentatively announced that the new merchant marine act has no appropriation clause, providing for the payment of the board members, and this is advanced as cause for delay to date, and possibly further delay until congress convenes, when final announcement from the administration is expected very soon as to whether such new discovery will have the effect desired.

All the causes so far offered for delay are not allaying demand for appointment of the board. If the administration wanted to make the law effective, a means for doing so could be found, it is argued.

A parallel case is cited with the interstate commerce commission, where appointment made could not be made until the board had at least one new member authorized has failed to qualify and sit until salary can be paid.

The fact that salary is not payable thus appears to have been no serious deterrent for making appointments. Why should not the board desired by the president for the enforcement of the merchant marine act be named, it is asked, and let those who would serve without salary do so, if unable to do so await appropriation?

If some able men should regard the duty of service of such moment that they would undertake the work, and await congressional appropriation, this course would at least insure the board of the seven authorized to help bear the enormous burdens that are being heaped upon the shoulders of the board.

It seems likely that a most insistent demand for the board is likely to come from many parts of the country soon, unless more of an effort is made to fill out the board as provided by law.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Aug. 23.—(Special.)—After 14 years as manager of the fisheries and fishing boats of the Pacific coast, George Sandstrom, who has been in the business for 20 years, will retire from the port of Seattle at the end of the month to take up his abode in the city of Seattle. Mr. Sandstrom, a well-known member of the Marine Engineers' Beneficial association, was succeeded by H. M. Read, the bark Oriole, here from Alaska with a number of cannery hands on board, and the ship was bound for Seattle, where it will arrive tomorrow.

Seattle's water-borne commerce, domestic and foreign combined, amounted to \$24,761,100 in value the first seven months of the year, according to figures made public today by Port Warden Fred M. Lath. Domestic imports aggregated \$17,001,201, and domestic exports \$1,849,700. Foreign imports totaled \$1,817,588,733 and exports \$1,817,588,733.

The steamship West Jena left today from the East Waterway Dock & Warehouse, Seattle, for Seattle, where it is operated under the management of Struthers & Dixon.

PORT TOWNSEND, Aug. 23.—(Special.)—Returning from Alaska, the schooner "Prosper" arrived this morning, bringing a large cargo of lumber for the port of Seattle.

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Bureaus Established in Islands and China as Well as in New York.

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A local afternoon newspaper has laid bare the deep, dark business of advertising the Rose City as a great port in papers in the orient and is endeavoring to arouse local business men to similar activity.

"Portland has not only spent great sums on harbor improvements but in the last few months has sent commercial representative to the orient and New York and is carrying on a heavy advertising campaign in the newspapers of the far east," today's issue of the paper announced.

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"The advertisements are paid for by the Port of Portland commission and the Portland commission of public docks. The representatives of Portland in the far east deride 'Seattle's anti-Portland propaganda' that being the phrase used in the headlines over a Portland booster article in the Manila Times. Full-page advertisements are being run by Portland in the Manila Daily Bulletin, the China Press and the Cable News American of Manila.

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UNION PACIFIC SYSTEM

(Oregon-Washington Railroad & Navigation Co.)

has Special Round Trip Tickets on sale daily to September 20th with final return limit of September 27, 1920. For full particulars, fares, tickets, reservations, call

L. E. OMER, City Passenger Agent, 701 Wells-Fargo Bldg., Broadway 4500

or Consolidated Ticket Office, Third and Washington Streets, Main 3530

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GREASE WARNING GIVEN

Motorists Advised of Overhead Work on Hawthorne Bridge.

Work on Hawthorne Bridge.

New hats, Palm Beach suits, white dresses and shiny automobiles are served notice that the crossing of the Hawthorne bridge for the next few days is a hazard against which insurance is needed.

A part of the work of painters of the superstructure over the span is the cleaning of great gobs of grease from girders near the lift weights. Occasionally a chunk of grease slips as the painter works and falls to the deck of the bridge, a silent menace to all things clean which may be passing underneath.

William Hatcher, county roadmaster, warns the public against the danger, which, he says, will not be over for a few days. The work cannot be done at night, he asserts, and it is not practical to close down the bridge during the day while it is progressing.

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SUMMER RESORTS

Travel—Mountain, River, Lake and Beach Resorts

TRAVELERS' GUIDE

BEACH RESORTS.

ASTORIA AND NORTH BEACH STEAMER SERVICE

OF THE UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

From Portland every day except Sunday From Astoria every day except Saturday

Direct connections at Astoria to and from North Beach

"Harvest Queen" From Portland—Ainsworth Dock, 8:00 P. M. Mondays, Wednesdays and Fridays.

"Hassalo" From Portland—Ainsworth Dock, 8:00 P. M. Tuesdays and Thursdays; 10:00 P. M. Saturdays.

From Astoria—O. W. R. & N. Dock, 7:00 P.