U. S. BOXERS WIN OLYMPIC CONTESTS

Three Finalists Out of 15 Entries Triumph.

ROSS AGAIN IS WINNER

American Water Polo Team Beats Greeks and Swimmers Take Many Laurels.

ANTWERP, Aug. 24.—(By the Associated Press.)—All three Americans who reached the finals in the boxing championships held in connection with the Olympic games won their bouts tonight.

The Americans are Edward Eagan, light heavyweight, Yale university and champion of the A. E. F.; Samuel Mosberg of the Pastime Athletic club, New York, a lightweight, and F. De Genero of the Paulist Athletic club, New York, flyweight.

They were the only survivors of the 15 Americans entered for the world's amateur championships. All the Americans had hard fighting. The bouts consisted of three rounds, each of three minutes.

De Genero's fight, which was with the Danish bantamweight champion, Peterson, who had trained down to flyweight, was the liveliest and brought ringing cheers from American spectators. Eagan's opponent, the Norwegian Sorsdal, avoided taking the count only by repeatedly clinching in the last round. Mosberg beat Johansen, a Dane.

Rawson, English heavyweight, knocked out Peterson, Denmark.

In the bantamweight class, Walker, South Africa, defeated Graham, Canadian.

The Canadian welterweight Schneider, defeated Ireland of England, while the English middleweight, Malton, won from Prudhomme of Canada.

U. S. WATER POLO TEAM WINS

Kahanamoku Wins 100-Meter Finals and Sets New Record.

ANTWERP, Aug. 24.—In the semi-final of the 400-meters breast stroke swimming event today, J. Howell, Oakland, California, finished third and qualified for the final. M. J. McDermott of the United States navy failed to qualify.

The American water polo team defeated the Greek team in the Olympic aquatic events here today by five goals to none. England defeated Spain.

In the 1500 meters free stroke, semi-finals, Norman Ross, Illinois Athletic club, won the first heat in 23 minutes, 2 2-5 seconds. F. K. Kahele, United States navy, was second, and E. T. Batten, Illinois Athletic club, third. All the Americans qualified for the final heat.

In the woman's ordinary diving event, Helen Meaney, New York, won her series of four events.

In the final of the 100-meters free stroke swim, Duke Kahanamoku, Honolulu, beat his nearest rival, finishing in one minute 2-5 seconds. The complaint by Harald, Australia, who finished fifth, that he was pocketed by Kahanamoku and Norman Ross, the judges decided that the final should be raced again Sunday. The Americans present registered their dissatisfaction over the decision. Kahanamoku's record will stand.

P. Kealoha, Honolulu, was second, with W. W. Harris Jr., Honolulu, third, and Ross fourth.

TENNIS PLAY IS UNDER WAY

Japanese Entries Lose Matches and Mlle. Lenglen Wins.

ANTWERP, Aug. 24.—In the Olympic clay court tennis championship, final round, Raymond, of South Africa, defeated Kumagae, Japan, 5-7; 6-4; 7-5; 6-4, in the men's singles.

In the men's doubles Turnbull and Woosnam, England, defeated Kumagae and Kashio, Japan, 6-2; 6-7; 7-5; 7-5.

In the woman's singles Mlle. Lenglen, France, won from Miss Holman, England, 6-3; 6-0.

In the woman's doubles, Mrs. McNair and Miss McKane, England, defeated Mrs. Beamish and Miss Holman, England, 8-6; 6-4.

PASADENA WANTS NEXT GAMES

Intermediate Olympic Contests Given to Brazil for 1922.

ANTWERP, Aug. 24.—At a meeting today of the international Olympic committee, it was decided that the intermediate Olympic games of 1922 should be held in Brazil. They are to be known as the South American Olympic games.

The next meeting of the committee will be held in Geneva in June, 1921, when applications for the holding of the 1924 Olympic games will be received. Applications already have been received from Atlantic City, Chicago, Pasadena, Cal., Rome and Christiania.

AUTO RACER TURNS TURTLE

Elgin Practice Spin Results in Injury to Joe Thomas.

ELGIN, Ill., Aug. 24.—Joe Thomas, automobile racer, driving Eddie Hearne's car in practice here this afternoon, turned turtle three times on "hairpin turn." Thomas suffered severe cuts on the head and about the body. He was rushed to a local hospital.

Hart, his mechanician, was slightly hurt. Thomas' injuries are not believed to be serious. The car was badly smashed up.

INTERCITY MEETING CALLED

Special Session Tonight to Consider Several Protests.

President Routledge of the Portland Baseball association last night issued a call for a special meeting of the entire association to be held in the Multnomah Guard clubrooms at 8 P. M., the meeting being called at the request of several managers that the Intercity league games played Sunday at Astoria between that team and the Honeyman Hardware team and the game at Sherwood between Sherwood and the Multnomah Guards might be investigated.

Charges and counter-charges of unfairness, irregular playing and misinterpretation of playing and ground rules have been circulated since Monday night's meeting, at which time the second game played at Astoria was ordered played over upon protest filed by Astoria, until it was decided that the only manner in which these charges could be sifted to the bottom would be to call this meeting.

Out-of-town clubs were notified by telegraph last night by Secretary Simonsen to be represented at this meeting and all Portland clubs will consider this as a notification to be present also, as this matter is of vital moment and interest to all. The managers who signed their names to the request for a special meeting were F. A. Bradley of the Portland Iron Works, G. W. Larison of Cook & Gill, C. H. Leadbetter of the Multnomah Guards, Morris Rogoway of Honeyman Hardware company, and R. F. Brooks of the Arleta W. O. W. team.

Santel Throws "Terrible Turk."

SAN FRANCISCO, Aug. 24.—Ad Santel, claimant of the world's light-heavyweight wrestling title, defeated Yussiff Hussane, "the Terrible Turk," in straight falls here tonight. Santel downed Hussane both times with an arm-scissors hold, the first fall in 1 hour 32 minutes and 29 seconds, the second in 15 minutes and 20 seconds.

DAVIS PLAYERS IN LEAD

WESTERN EXPERTS WITHDRAW FROM NEW YORK PLAY.

William Burrell of Seattle Wins and Marshall Allen Is Out of Tourney.

SOUTHAMPTON, N. Y., Aug. 24.—Saying they were "over-tennised" and in need of a rest before the national championships, Pacific coast players as a unit today retired by defaults in the Meadow Brook club tournament.

As the field drew down to the round before the semi-finals, Vincent Richards and Samuel Hardy, the latter the captain of the Davis cup team, were the outstanding performers. Richards, by a masterful display of volley and overhead strokes, accounted for the defeat of Francis T. Hunter, 6-2, 8-6.

In the final set Hunter nearly overwhelmed Richards by his forehanders. The boy, however, set himself to the task of producing greater speed so that he pulled out the match.

Hardy was extended to the limit of three sets to defeat H. S. Parker of the Rockaway Hunting club, 2-6, 7-5, 6-3.

In the second set Parker was several times within a stroke of winning as he led at 5-2 on games. The leader of the international forces made a bold stand at this stage. Calling to his aid an infinite variety of strokes Hardy hauled his opponent to finish out the winner.

In the second round William Burrell, Seattle, defeated Morris Duane, New York 6-3, and G. Colkett Caner, Boston, defeated Marshall Allen, Seattle, 6-2, 4-6, 6-3.

M. M. Cooper Best Shot.

CENTRALIA, Wash., Aug. 24.—(Special.)—Breaking 98 out of a possible 100 targets, M. M. Cooper was high man at a shoot held Sunday by the Centralia Gun club. Dr. C. C. Nelson broke 88.

R. A. DEAN TO COME HERE

ASSISTANT TO BENSON ACCEPTS INVITATION.

Ex-Counsel for Shipping Board to Be Entertained at Chamber Luncheon Friday.

R. A. Dean, special assistant to Admiral W. S. Benson, chairman of the United States shipping board, and until recently counsel for the shipping board, will arrive in Portland Friday morning, according to a telegram received from him yesterday in response to the special invitation to visit this city extended by H. B. Van Duzer, president of the Chamber of Commerce. Other prominent shipping men, including H. L. Hudson, manager of the traffic bureau of the port and dock commissions, have also urged Mr. Dean to visit Portland.

According to plans perfected yesterday, Mr. Dean will be met at the station and introduced to Portland's maritime activity and facilities by Mr. Hudson and will be entertained at a special luncheon Friday noon at the Chamber of Commerce.

Mr. Dean is understood to be in line for appointment to the shipping board from the North Atlantic district, and is considered one of the best-informed authorities in the country on affairs of the board.

U. S. Naval Radio Reports.

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

HUMBOLDT, San Pedro for San Francisco, 100 miles south of San Francisco.

GOVERNOR, San Francisco for Los Angeles, 26 miles south of Point Sur.

WAHKEENA, Grays Harbor for San Pedro, 118 miles west of San Pedro.

ADMIRAL SCHLEY, Wilmington for San Francisco, 123 miles from Wilmington.

ELIHU THOMPSON, towing barge Fresno, Prince Rupert for Tacoma, off Marrowstone point at 2 A. M.

COSTA RICA, Bristol Bay for San Francisco, 800 miles from San Francisco.

MOFFETT, Powell river for San Pedro, 230 miles from Powell river.

SAN DIEGO, San Francisco for Tacoma, 651 miles north of San Francisco.

WILLAMETTE, Grays Harbor for San Francisco, 95 miles south of Grays Harbor.

ARGYLL, Seattle for Oleum, 550 miles from Oleum.

RED WOOD, Seattle for San Pedro, 260 miles north of San Francisco; 8 P. M., August 23.

MARGARET, Naknek for San Francisco, 235 miles from San Francisco.

QUABBIN, Seattle for San Pedro, 15 miles south of Blunts reef.

TATOOSH, towing barge 91, Richmond for Aberdeen, 403 miles from Grays Harbor.

COLUMBIA, San Francisco for the orient, 667 miles from San Francisco; 8 P. M., August 23.

JOHANNA SMITH, San Francisco for Coos Bay, 14 miles north of San Francisco.

RED BROOK, 20 miles south of San Francisco.

WHITTIER, San Pedro for Eureka, 37 miles from Eureka.

RICHMOND, towing barge 95, San Pedro for Seattle, 490 miles from San Pedro.

WILHELMINA, Honolulu for San Francisco, will arrive at San Francisco early Wednesday morning.

YOSEMITE, Ludlow for San Francisco, 75 miles north of San Francisco.

CITY OF TOPEKA, Eureka for San Francisco, 76 miles north of San Francisco.

HOLLYWOOD, San Pedro for San Francisco, 100 miles south of San Francisco.

CLARENMONT, Willapa Harbor for San Pedro, 294 miles from San Pedro.

EVERETT, Everett for San Pedro, 396 miles from San Pedro.

EASTERN GALE, Hilo for San Francisco, 123 miles from San Francisco.

PRESIDENT, San Francisco for Seattle, 120 miles north of San Francisco.

EL SEGUNDO, towing barge 93, Richmond for Portland, 497 miles south or the Columbia river.

WASHTENAW, Port San Luis for Vancouver, 756 miles from Vancouver.

WEST HENSHAW, San Francisco for Kobe, 50 miles west of Point Reyes.

WILHELMINA, Honolulu for San Francisco, 224 miles from San Francisco.

CHINA, San Francisco for Honolulu, 714 miles from San Francisco.

SALIN, Shanghai for San Francisco, 616 miles from San Francisco.

CITY OF RENO, Seattle for St. Helens, 10 miles from St. Helens.

E. L. DRAKE, Willbridge for San Francisco, 266 miles from San Francisco.

AVALON, Raymond for San Francisco, 432 miles north of San Francisco.

STUG STORM KING, with drydock pontoon in tow, Seattle for San Francisco, 320 miles north of San Francisco.

Tides at Astoria Wednesday.

High.	Low.
10:35 A. M...6.2 feet	4:28 A. M...0.4 feet
10:35 A. M...6.2 feet	4:28 A. M...0.4 foot

MERCHANT MARINE CAMPAIGN TO START

Portland's Quota of Recruits Given as 50.

TERMS OF SERVICE 1 YEAR

Men Enrolled to Be Assigned to Steamer Hollywood, New 8800-Ton Vessel.

A recruiting campaign for the merchant marine, the first to be conducted here since last April, is to be started immediately by the sea service bureau of the shipping board, it was announced yesterday by Lieutenant Harold C. Jones, in charge of the local office of the sea service bureau. Portland's quota has been set at 50 men for all departments; deck, engine room and galley.

Arrangements for the recruiting campaign were made by Earl M. Brockett, northwest head of the recruiting service, who was a visitor in Portland Monday, en route from Seattle to Salt Lake City and Denver.

Recruits for the merchant marine enrolled during the campaign will be assigned to the new shipping board training steamer Hollywood, according to Lieutenant Jones. The Hollywood is a new 8800-ton steel steamer designed especially for the training of 150 apprentices on each trip. She is scheduled for delivery at San Pedro September 1. Recruits will go aboard at Seattle. The Hollywood will operate in the triangular run of the Matson Navigation company, carrying general cargo from Puget sound to the Hawaiian islands and sugar from the islands to San Francisco. Though recruits are required to do no stevedoring, they receive practical instruction in the handling and stowage of cargo.

The term of enlistment for the training course is one year, during which time recruits are paid $30 a month with uniforms and subsistence. At the end of this year's training they are free and qualified to ship on steamers operating out of Puget sound, Portland or San Francisco.

It was pointed out by Lieutenant Jones yesterday that this first training cruise of the steamer Hollywood will terminate about the time that the first shipping board passenger liners arrive on this coast for operation to the orient, and that undoubtedly a large number of qualified men will be required to man these vessels.

TACOMA TO RETAIN OFFICE

Osaka Shosen Kaisha Is Not to Move Terminal to Vancouver, B. C.

TACOMA, Wash., Aug. 24.—(Special.)—The Osaka Shosen Kaisha fleet of Japanese steamers will not transfer its terminal from Tacoma to Vancouver, B. C., it was definitely stated here today by S. Hashimoto, new manager of the trans-Pacific line, who arrived on the steamer Manila Maru from the orient. It had previously been reported that the company, with other Japanese shipping concerns, was preparing to cease operations in the United States.

Mr. Hashimoto assumed his duties here after two years in charge of the London, England, office, and his statement was taken here as authoritative, coming after a conference with officials in Japan while en route from London here. The Puget sound-New York service via the Panama canal also will be continued, Mr. Hashimoto stated.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Aug. 24.—Increasing its Seattle oriental fleet to four carriers, the Blue Funnel line today ordered the steamship Teucer to steam from Hongkong, October 20, for this port as a regular unit of the three trans-Pacific fleet. The Teucer, which has recently been plying between the United Kingdom and the Orient, was formerly operated in Seattle trade. With the Teucer on the Seattle-Oriental route will be the steamships Ulysses, Tyndareus and Ixion. The line has been sailing every four or six weeks, but now one of its ships will leave this port every three weeks.

As the second carrier in the Isthmian steamship line's new intercostal service between New York and Seattle, the big steamship Steel Worker is en route up the coast with a cargo that includes 2000 tons of steel and other products for discharge in Elliott bay. She sailed from Balboa Saturday, according to advices received today. The Isthmian line is making rapid progress in organizing its new service from Seattle and other coast ports to Great Britain. The first ships have sailed from Seattle to the United Kingdom, the Steel Maker, the Steel Voyager and the Bantu, and another will sail next month. The company is putting enough vessels into the Great Britain service to provide a sailing a month.

Captain Randall Rogers, allen intelligence officer in San Francisco during the war, is in Seattle to take command of the steamer Hoboken, which is in Tacoma. The Hoboken, which was built in the yards of the Todd Drydock & Construction corporation for its own account, was launched last month. She has been chartered by Williams, Dimond & Co. and will begin loading in Seattle for Hawaii in a few days. The vessel will load a full cargo of pineapples for New York in Hawaii.

SAN PEDRO, Cal., Aug. 24.—(Special.)—Six steamers of large tonnage are in port today awaiting fuel. The shortage here is being felt more acutely. The steamers are the West Kader, The Angeles, Westymon, West Modus, Costigan and Antinous.

United States customs inspectors here found 72 quarts of whisky on the tank steamer Uncas, which arrived from Shanghai recently. The whisky was confiscated. The following morning two more quarts were uncovered when the officers made a more thorough search.

Fred L. Baker, president of the Los Angeles Steamship company, and A. J. Frey, general manager of the same company, have been elected to similar offices in the Los Angeles-Pacific Navigation company, practically combining the two companies. The first sailing of a company steamer for the orient will be that of the West Hixon, approximately October 1.

PORT TOWNSEND, Wash., Aug. 24.—(Special.)—The steamer Maquan, coming from Manila and way ports, arrived this morning from Vancouver, where she discharged a portion of her cargo. The remainder of her cargo, consisting of oriental goods and hemp, will be discharged at Seattle. While en route boiler trouble developed which necessitated the steamer making a stop at an Alaska port, where temporary repairs were made.

After loading 500 tons of cargo at Seattle and taking on bunker coal, the Japanese steamer Klakyn Maru sailed for ports in the orient. She brought about 11,000 tons of cargo from Baltimore, coming on Puget sound for fuel and additional freight. She is in the service of Ocean Transport company, which is operating steamers from the Atlantic to the orient. Another steamer on the service of this company is now en route from Baltimore.

With more than 14,000 tons of general cargo loaded on Puget sound and at Vancouver, the Blue funnel liner Tyndareus sailed this morning for the orient.

The United States shipping board steamer Westover Cross, towed to the sealine schooner Mayflower, arrived tonight from San Francisco, proceeding to Seattle. The Mayflower was picked up in distress off Coos Bay. The little craft had been drifting ten days with her machinery out of commission. The Western Cross is in the service of the Thorndyke, Trenholme & Weston Cross, towed lumber and timber products for the United Kingdom.

To avoid the 25 per cent raise in freight rates which will become effective September 1, unusual haste is being made in discharging the Japanese steamer Manila Maru, arriving on Puget sound yesterday. It is estimated that the consignees will save $40,000 if the craft discharges in time to escape the new freight tariffs.

TACOMA, Wash., Aug. 24.—(Special.)—The motorship Coricha, which was libeled here some days ago, is still at the dock awaiting orders. The Cethana, owned by the same interests, is held up down the sound, with libel proceedings holding her. The Coolcha has a cargo of lumber on board intended for west coast ports.

With general freight from San Francisco, the Port Angeles arrived here this morning. The steamer may get away for Mukilteo to load this evening. The Port Angeles brought one of the largest cargoes a Nelson vessel has had for Tacoma firms in some time.

The Hyades is expected here tomorrow morning to load for the Hawaiian islands. At present the Hyades is discharging at Seattle.

The Queen, from San Francisco, is scheduled for arrival Wednesday.

The head offices of the Osaka Shosen Kaisha will remain in Tacoma and the company will not shift to Vancouver, B. C., Manager Hashimoto of this line declared today upon his arrival from Japan. Hashimoto made this declaration following an inquiry as to what effect the Jones bill would have on the shifting about of the vessels of his line. He says the New York-Panama service would be maintained, and the Alabama Maru, sister ship of the Arizona Maru, now in port, would be here in October. This new vessel replaces the last of the small ships formerly in service, but transferred recently to South American runs.

The Manila Maru of the Osaka Shosen Kaisha line is expected here Wednesday or Thursday from the orient.

Application of the new freight-rate advance of 25 per cent is serving to hasten the unloading.

Among the vessels discharging cargo as fast as possible is the Manila Maru, which will unload 3000 tons at Seattle and then shift here to discharge the balance, some 6000 tons. She is expected in tonight or tomorrow.

The Blue Funnel liner Eurydamas, which will load a big wheat and flour cargo at the Balfour dock, is expected to arrive August 31.

SAN FRANCISCO, Aug. 24.—(Special.)—An increase of 25 per cent on freight rates was granted yesterday by the state railroad commission to carriers engaged in the business of freight and by barges, launches, tugs and steamboats on the Sacramento and San Joaquin rivers and tributaries.

Re-rigging of the ship Muscoota that encountered a hurricane several months ago while en route from Manila to Eureka will be completed by Havisada company by the end of the present week.

Temporary repairs were made at Eureka on the Muscoota and a part cargo of lumber was loaded. She will be completed here and the vessel, under command of Captain Mont Eton, will clear under charter to J. J. Moore & Co. for Adelaide and Melbourne.

The schooner Beulah brought a catch of 73,000 codfish to the Union Fish company from Alaska today.

Thomas Crowley, manager of the Red Stack Tug Boat company, stated today that four wooden seagoing tugs recently purchased by the company from the United States shipping board will be ready for operation within the next three months. The Sea Scout, the fourth tug under construction, will be launched on September 15 at local shipyards. The three other crafts, the Sea Monarch, Sea Union and Sea Ranger, are at China Basin being outfitted. The Sea Lion is expected to be in operation within 30 days.

The feature of the four tugs is that all of the crew from the captain down will have staterooms on deck and there will be no forecastle. The vessels are equipped with 1000-horsepower engines and will be engaged in the main for long towing to off-shore ports.

Booked to capacity with passengers for Sydney and way ports and carrying a consignment of domestic products for the Antipodes, the oceanic steamer Ventura, Captain J. H. Dawson, sailed today at 2 o'clock.

The shipping board West Henshaw, Captain Evans, left out today with a full general cargo for Singapore.

COOS BAY, Or., Aug. 24.—(Special.)—The steam schooner Martha Buhner arrived this morning from San Francisco. She is loading her regular capacity lumber cargo at the Buhner Lumber company plant.

The gasoline schooners Osprey and Tramp returned to Coos Bay this forenoon from Rogue river for more cans and were expected to get back to Wedderburn in time to save some fish which will be caught tonight, the season closing tomorrow.

ASTORIA, Or., Aug. 24.—(Special.)—After taking on bunker coal at the port dock, the steamer Mount Aetna, carrying wheat from Portland and lumber from the Hammond mill, sailed for France at 7:45 last night.

After discharging fuel oil in Astoria and Portland, the tank steamer Colonel E. L. Drake sailed at 8:10 last night for California.

The steamer Steel Trader, which is loading 1,200,000 feet of lumber at Westport, will shift to the port dock to take on salmon and other freight for New York.

The Alaska-Portland Packers' association cannery ship Levi G. Burgess sailed from Nushagak river August 14 and passed through Nomak pass four days later. The ship Berlin sailed from Nushagak August 18 and was towed through the pass by the steamer Akutan. The latter vessel is expected to report in the Columbia about next Saturday.

The steam schooner Wapama, bringing freight, arrived at 10:20 this morning from San Francisco and proceeded to Portland.

Coming to load lumber at the Hammond mill, the steam schooner Santiam arrived at 7:15 last evening from San Pedro.

The steamer West Togus began loading flour at the port dock this morning for New York and will probably sail tomorrow evening.

The tank steamer City of Reno arrived at 12:05 this afternoon from Puget sound with creosote for St. Helens.

Bringing freight from Portland, the steamer West Nomentum arrived at 12:05 today from the orient.

Notice to Mariners.

Oregon and Washington—Columbia River—Clatsop spit gas buoy 18, found extinguished, was relighted August 11, 1920.

Washington—Grays Harbor—Entrance—Recent information obtained from survey by the United States engineer corps shows that water has shoaled on the line marked by outer and inner buoys (fairway) and that the best water is found by following a course passing about 300 yards southeasterly from these buoys. The buoys will be moved to conform with the channel as soon as practicable.

Seacoast—Umatilla reef light vessel replaced on station August 21, 1920, and relief light vessel withdrawn.

Swiftsure bank light vessel temporarily withdrawn from station August 21, 1920, being replaced by relief light vessel.

Puget sound—Point Glover gas buoy 1, found out of position, was replaced August 18, 1920.

ROBERT WARRACK,
Superintendent of Lighthouses.

Columbia River Bar Report.

NORTH HEAD, Aug. 24.—Condition of the bar at 5 P. M.—Sea, smooth; wind, northwest, 10 miles.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	Date.
Str. West Nomentum	China	Aug. 25
Str. San Jacinto	San Fran.	Aug. 26
Str. Tiverton	San Fran.	Aug. 27
Str. El Segundo	San Fran.	Aug. 27
S. O. Barge No. 93	San Fran.	Aug. 27
Str. Westward Ho	Baltimore	Aug. 28
Str. Point Lobos	Columbia	Aug. 28
Str. Eastern Belle	New York	Aug. 30
Str. Abercos	Orient	Aug. 30
Str. Hawarden	New York	Sept. 1
Str. N. de Larrinaga	Balboa	Sept. 2
Str. P. de Larrinaga	Balboa	Sept. 3
Str. Steel Worker	New York	Sept. 10
Str. Mont Cenis	Marseilles	Sept. 10

To Depart From Portland.

Vessel—	For—	Date.
Str. Rose City	San Fran.	Aug. 26
Str. Klamath	San Fran.	Aug. 26
Str. Trellisick	South Africa	Aug. 26
Str. Wapama	San Fran.	Aug. 28

Vessels in Port.

Vessel—	Berth—
Str. Du Bois	Du Bois mill.
M. S. Astoria	Wauna.
M. S. Challamba	Inman-Poulsen mill.
Str. Daisy Putnam	St. Helens.
Str. City of Reno	St. Helens.
M. S. Culburra	Inman-Poulsen mill.
Str. Klamath	St. Helens.
Str. E. H. Meyer	Couch-street dock.
Str. F. H. Buck	Linnton.
Bkt. Montenegro	Inman-poulsen mill.
Str. Multnomah	St. Helens.
Str. Olen	Peninsula mill.
Str. Pearl Shell	Willbridge.
Str. Phillis	Rainier.
Str. Rose City	Ainsworth dock.
Str. Steel Trader	Westport.
Str. Trellisick	Columbia dock.
Str. Wapama	Couch-street dock.
Str. Westboro	Terminal No. 1.

SHIP SALES POLICY RAISES QUESTIONS

Every Seaport Likely to Clamor for Information.

ALL COMPANIES INVOLVED

Small Firm Anxious as to Whether Protection Will Be Afforded Against the Big Firms.

OREGONIAN NEWS BUREAU, Washington, Aug. 24.—Admiral W. S. Benson, chairman of the shipping board, in announcing during the week what is declared the permanent sales policy of the board for its enormous tonnage, has developed among the operators and shipping interests of the country some great interrogation points. Time has not permitted any elaboration of the fixed plan promulgated, and it is certain that every seaport of the nation will be driving hard for further information at once.

Senator Jones' Merchant Marine act places in the forefront three great purposes: Develop under American ownership a real competitive merchant marine; establish trade routes on the high seas with allocated board vessels, until title passes into private hands; sell the war emergency fleet, ceasing government ownership, and stimulating private ownership and operation.

Pioneer Company Anxious.

Admiral Benson says the board is ready to sell at the prices stated, varying somewhat according to type, age, and character of fuel consumed. Roughly, the average is about $175 a dead weight ton.

Now appears the company that has been operating allocated ships, opening ports and routes deemed desirable, but which were not in vogue under the American flag prior to the period of government ownership. This company wants to know if its main resources may be used for four or five years to get the business established, and then commence buying, or whether the dictum will be that a start at purchasing immediately must be made. Also, if steps are not taken at once to purchase by this company, and another purchaser comes to buy the identical ships it is operating, will the trade route purpose of the bill be forgotten, and a sale be made to the purchase applicant. A very important consideration for the young company, it will be admitted.

Who Gets the Ship?

Then appears on the scene another company, long in operation, and either possessing a good reserve of capital or possessing a short cut to the vaults of big Wall street bankers. This company says it wants to buy at once, and wants to select the best ships when it purchases. Suppose that Mr. Big company gets its eye upon a good ship in the fleet of the concern that is struggling through the throes of pioneer work, and which is not buying or buying in a very modest and slow way. Will the ship be sold to the new applicant, or will it be held on the new route just established until the company is stronger? A question with the widest margin of action, it must be conceded.

Ships of the same type, from the same yard, built of the same material by the same force, vary in efficiency and excellence. Some have been repaired or reconstructed at great cost, improving them immeasurably, while others are practically as they came from the yards. What margin, if any, will be permitted in respect to quality and serviceability? If the announced price is accepted for the cream of the fleet, will there be a reduction later for the inferior vessels, in something of a bargain sale deal?

Question of Aid Raised.

Suppose that initial payments are made for ships, for service in a territory where rate wars bring destructive competition, such as has been threatened or discussed in the Pacific. Suppose that foreign lines, subsidized by their governments, given strong aid in other ways, and backed in addition by enormous capital, with the value of their fleets practically written off the books during war profit days, should set forth to kill off a fleet of the budding young American concern that is just beginning to buy steamships. Suppose that the government, speaking through the shipping board, should decide that such competition is to be met to the finish. How would this aid be rendered the man who has already acquired, or is buying his vessel?

Also suppose that freight rates of the high seas further decline, taking with them the possible earnings and market price of tonnage. Suppose that foreign tonnage, now often reported in Great Britain from $30 to $50 a ton less than the current board price, should go down further, and apparently permanently. What would be the consideration given the man who began to buy a board ship now on the sales prices fixed yesterday? Would his ultimate price be modified, or would ships bought later as this tonnage decline becomes substantial, and naturally at lower rates, be permitted to compete with those purchased on the present basis? On the other hand, should tonnage prices go up, which is regarded unlikely, then what?

Discretion to Be Taxed.

There are many questions in the formation throughout eastern shipping circles. The above suggest some of them. There will be more. What will be the answers cannot be forecasted. The board has broad powers. Its duties are multiplicity itself. It is determined to establish the American merchant marine, but also in all honesty it seeks to get the largest possible return upon the government's $3,000,000,000 investment. Will the good, honest salesman, bend in a patriotic spirit to encourage further the national merchant marine, and if so, how far?

It seems likely that all these questions will have to be worked out by individuals and private companies, in personal and frequent contact with the board, and that the remarkable discretion given this vastly important governmental board will be employed often to the maximum.

AMERICAN TRADE HAMPERED

Charles T. Boynton, of Shanghai, Tells of Situation.

ABERDEEN, Wash., Aug. 24.—(Special.)—Greater appreciation of American trade in the orient, now in the making; improvement of transportation and business facilities, and enactment of legislation which will relieve Americans engaged in foreign commerce from the burden of unfair competition are urged by Charles T. Boynton, business manager of the American school in Shanghai, China, who is in Aberdeen as a visitor of H. E. Holmquist.

Boynton, who is in America on a financial mission for the Shanghai school, says that the United States has not made adequate provision for her merchants living and operating abroad, and that as a result American foreign trade is being built up under a serious handicap.

TRAFFIC TO BEACHES HEAVY

River Steamers Reported Carrying Full Passenger Lists.

More vacationists are visiting the north beach resorts this summer than in any season the past ten years, according to officials of the O.-W. R. & N. company, operating the river steamers Hassalo and Harvest Queen on the direct run to the beaches. Both of these boats have been carrying full passenger lists, as well as full cargoes for some time.

The passenger rate on the Hassalo and Harvest Queen to Astoria is to be increased from $1.65 to $2, as on all other river boats in this service, tomorrow. Berth rates on the two vessels of the railroad company are to be raised from 50 and 75 cents to 75 cents and $1 October 1.

WATER CHARGES ADVANCE

NEW RATES ARE AUTHORIZED BY SHIPPING BOARD.

Tariff to Be Made Effective, Says Order, Not Later Than Jan. 1, on One Day's Notice.

WASHINGTON, Aug. 24.—The shipping board tonight authorized water carriers to increase freight rates from 20 per cent to 40 per cent and passenger charges from 20 per cent to 33 1-3 per cent over existing levels.

The board authorized the increase in rates, fares and charges to be made effective not later than next January 1, on one day's notice. Increases were authorized between ports on the Great Lakes of 40 per cent on freight and 20 per cent on passenger; between New York and the Canal Zone, 10 per cent on freight and 33 1-3 on passenger; between New York and Virgin islands, 33 1-3 per cent on passenger, no freight rates involved, and between New York and Porto Rico 20 per cent on freight and 20 per cent on passenger.

Local or joint through rates between ports in one coastal section and ports in any other coastal section may be increased 33 1-3 per cent, the board decided.

The increases authorized on freight may be applicable to weighing, lighterage, storage, floating, transfer, diversion, reconsignment, switching and transit privileges, and the passenger fares increases authorized may be applied also to excess baggage.

Rates between Norfolk, Va., and ports on the Atlantic coast north thereof were increased 40 per cent on freight and 20 per cent on passenger between Norfolk and New Orleans; 25 per cent on freight and 20 per cent on passenger, and between New Orleans and Mexican border 35 per cent on freight and 20 per cent on passenger.

The new all-water rates may be made effective on one day's notice to the board and the public, and a number of boat lines have filed schedules putting them into effect Thursday, when the rail rates become operative. In announcing its decision, the board states:

"After careful consideration of the applications and supporting statements and all the facts and evidence of record in the instant case, the board concludes and decides that, to the extent hereinafter indicated, the advances proposed to be made have been shown to be just, reasonable and necessary."

FIRST OFFICER IS BLAMED

Captain Sawyer's Suspension Reduced to Eight Months.

MARSHFIELD, Or., Aug. 24.—An echo of the J. A. Chanslor wreck comes in the routine news from San Francisco through a rehearing of Captain A. A. Sawyer's case before Captain J. K. Bulger, who reduced Captain Sawyer's suspension from two years to eight months. In giving the decision, Captain Bulger declared there were mitigating circumstances and said Chief Officer W. H. Reese had failed to have a man on watch when the ship struck at Cape Blanco. Captain Sawyer's blame, the decision said, was in having too much confidence in his first officer.

Movements of Vessels.

PORTLAND, Aug. 24.—Arrived at 2 A. M., steamer Rose City, from San Francisco. Arrived at 10 A. M., steamer F. H. Buck, from Monterey; at 9 P. M., steamer Wapama, from San Francisco. Arrived at St. Helens at 7 P. M., steamer City of Reno, from Grangemouth, Scotland, via Puget sound. Sailed at 5 P. M., steamer Multnomah, from St. Helens, for San Pedro via San Francisco.

ASTORIA, Aug. 24.—Sailed at 7 last night, British steamer Mount Etna, for Marseilles and Genoa. Arrived at 10:20 and left up at 11:30 A. M., steamer Wapama, from San Francisco. Arrived at 12:05 and left up at 1:30 P. M., steamer City of Reno, from Scotland via Puget sound. Arrived at 12:05 P. M., steamer West Nomentum, from Kobe.

SAN FRANCISCO, Aug. 24.—Arrived at noon, steamer Daisy Freeman, from Portland. Sailed at 2 P. M., steamer El Segundo and barge 93, for Portland.

SAN PEDRO, Aug. 24.—Arrived at 7 A. M. and sailed at 1 P. M., steamer Westward Ho, from Boston, for Portland via San Francisco. August 23—Arrived at 1 A. M., steamer West Kader, from Portland for United Kingdom. Sailed at noon, Steamer Hawarden, from New York for Portland via San Francisco.

CRISTOBAL, Aug. 22.—Sailed—Steamer South Bend, from Portland for New York.

EUREKA, Aug. 24.—Sailed at 7 A. M., steamer City of Topeka, from Portland via Coos Bay, for San Francisco.

SAN FRANCISCO, Aug. 24.—Arrived—Daisy Freeman, from Astoria. Departed—President, for Seattle; Tiverton, for Portland.

TACOMA, Wash., Aug. 24.—Arrived—Port San Luis, from San Francisco; Manila Maru (Japanese), from Yokohama. Sailed—Port Angeles, for Mukilteo, Alaska, for Alaskan ports.

SEATTLE, Wash., Aug. 24.—Arrived—Maquan, from Manila; Celilo, from San Francisco; Cordova towing S. S. Santa Ana, from southeastern Alaska; Western Cross, from Yokohama; Queen, from San Diego; Depero, from San Francisco; Admiral Watson, from Anchorage; Lyman Stewart, from Port San Luis; schooner Alice Cook, from Port Angeles; tow boat Tacoma. Sailed—Admiral Farragut, for San Diego; Tyndareus, for Manila; Lyman Stewart, for Port San Luis; Ketchikan, for Nome.

KOBE, Aug. 19.—Arrived—Wawalona, from Portland, Or. Sailed August 21—Toyama Maru, for Seattle.

SHANGHAI, Aug. 21.—Arrived—Protesilaus, from Seattle; August 22, West Keats, from Portland, Or. Sailed, August 21—Montcalm, for Vancouver.

SAN PEDRO, Cal., Aug. 24.—(Special.)—Arrived—Steamers Grays Harbor, 6 A. M.; Admiral Schley, from San Diego, 7 A. M.; Admiral Dewey, from Seattle, 4 P. M.; Satana, from San Francisco, 6 A. M.; Antinous, from Vancouver, 7 A. M.; Westward Ho, from Baltimore, 8 A. M. Sailed—Steamers Admiral Schley, for Puget sound, 10 A. M.; Cleone, for Union landing, 6 P. M.; Arctic, for Fort Bragg, 4 P. M.; Prentiss, for Albion, 6 P. M.; Necanicum, for Brookings, 6 P. M.

M'NARY IGNORING SHIPPING THREATS

Senator Is Not Alarmed by Moves of Law's Foes.

PROPAGANDISTS TIP HAND

Commission May Direct Movement of Traffic Over Railways, Which Hits Switch to Atlantic Ports.

SALEM, Or., Aug. 24.—(Special.)—Senator C. L. McNary in a statement issued here today declared that he was not at all alarmed over the threat of foreign nations to divert tonnage from the Pacific ports to Atlantic or gulf ports unless the provisions of section 28 of the merchant marine bill are repealed or rendered nugatory by the United States shipping board and the interstate commerce commission.

"Foreign shipping interests have conducted intense propaganda against various provisions of the shipping act in order to deceive shippers into active hostility to the law," said Senator McNary.

Full Rates Compulsory.

"When section 28 is employed, merchandise moving in foreign steamers will be compelled to pay the full overland freight in addition to the ocean rates assessed by foreign steamship companies. The purpose of the section is to stimulate shipments of