

COAST SHIPPERS HAVE TEST CASE Attitude on New Merchant Marine Law Dependent.

TRAFFIC AFFECT STAKE Opponents to Measure Declare Movement Would Be Diverted From Coast to Atlantic.

The attitude of Pacific coast shipping interests toward section 23 of the new merchant marine law will depend upon the outcome of the test case now being made by the Tacoma chamber of commerce and Commercial club, according to the president of the Oregon-Pacific company and leader of the faction in this city which opposes the enactment of this section. Section 23 of the new law prohibits the granting of preferential export rates on goods moving across the Pacific coast to a foreign destination in vessels of foreign registry.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Aug. 30.—(Special.)—August has been a busy month in coastwise shipping. The month's operation, with approximately 30,000,000 feet of lumber, is compared with 27,000,000 feet of last year. During the past 25 days seven steamers have sailed for the coast, the Eastern Glade, for the east coast; the Defiance, for the Hawaiian Islands; the Forest Pride and Elton H. for Australia and the Pacific coast. Thirty vessels have cleared so far this month, as compared with 29 clearing in August.

PORT TOWNSEND, Wash., Aug. 30.—(Special.)—The steamer Corvado, coming from Seattle, arrived at Cape Flattery today, proceeding to Vancouver, for which port she has cargo. The steamer will be bound to finish discharging and load part cargo tomorrow.

ASTORIA, Ore., Aug. 30.—(Special.)—The barkentine Annie M. Rolph, coming to load lumber at Astoria, arrived at 12:30 today from Sparhus, England, via Baltimore.

SEASIDE, Wash., Aug. 30.—(Special.)—The straggle ship Blue Funnel line's Seattle-United Kingdom, bearing the distinction of being the first steamer to berth for cargo at the Skating rink, arrived at 10:30 this morning for Seattle, carrying a cargo of ship planks for Glasgow. The steel will be used in building British ships in the United Kingdom.

SEASIDE, Wash., Aug. 30.—(Special.)—The full-rigged ship Helmsdale F. Fleet, from Nushagak, Bristol Bay, first of the Northwestern Fisheries company's fleet to square away from the northern coasts this year, was taken in tow in the strait between Cape Sabine and the mouth of the Tye and arrived at the Harford street terminal of the port commission tonight.

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POWER RIGHT ASKED FOR COLOMBIA RIVER Priest Rapids Irrigation District Files Request.

BIG ACREAGE AVAILABLE Development Awaits Authority of New Federal Law to Proceed, It is Reported.

OREGONIAN NEWS BUREAU, Washington, Aug. 30.—Application has been filed with the federal water power commission by the Priest Rapids irrigation district for a permit to develop power at Priest Rapids on the Columbia river. This is the second application filed for a Priest Rapids permit.

This latest application is understood to involve an irrigation project exclusively while the other is a commercial power project.

A large acreage is available for irrigation in the Priest Rapids irrigation district and its development, it is understood, has only been awaiting the authority of the new federal water power law to proceed.

Probably some time this week the federal water power commission will have ready for distribution the forms required in applying for permits authorizing the preliminary steps in undertaking development of water power.

When this first permit expires, and the company seeking to develop power wishes to study of costs, plans and other preliminary work, the final license will be in order.

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TACOMA ASKS JAPANESE BAN Petition for Embargo Latest Move to Fight Jones Law Section.

MOVEMENTS OF VESSELS.

PORTLAND, Aug. 30.—Arrived at 3 A. M.—British steamer Pilar de Larrinaga, from Newcastle, Eng.; at 3:30 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 4:30 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 5:30 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

ASTORIA, Aug. 30.—Sailed at 10 last night—Steamer Wapama, for San Francisco and San Pedro; at 11 last night—Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 11:30 A. M., and left at 2 P. M.—Gasoline Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 1:15 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 2:30 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

SAN FRANCISCO, Aug. 30.—Sailed yesterday—Steamer Daily Freeman, for Portland; at 10 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 11 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 12 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

POINT REYES, Aug. 29.—Passed—British steamer Pilar de Larrinaga, from Balboa for Portland.

BALBOA, Aug. 28.—Arrived—Steamer Pomona, from Portland for Europe, sailed in charge of Captain M. J. Jones; at 10 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 11 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 12 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

VLADIVOSTOK, Aug. 28.—Sailed—Steamer Pawlet, for Portland.

NEW YORK, Aug. 29.—Arrived—Steamer South Bend, from Astoria.

COOS BAY, Ore., Aug. 30.—Arrived, 11 A. M.—City of Topeka, from San Francisco; 1:30 P. M.—City of Topeka, from San Francisco; 3:30 P. M.—City of Topeka, from San Francisco; 5:30 P. M.—City of Topeka, from San Francisco; 7:30 P. M.—City of Topeka, from San Francisco; 9:30 P. M.—City of Topeka, from San Francisco.

SEATTLE, Wash., Aug. 30.—Arrived—Benjamin F. Packard, from New York; at 10 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 11 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 12 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

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SAN PEDRO, Cal., Aug. 30.—(Special.)—Arrived—Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 10 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 11 A. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay; at 12 P. M., Steamer City of Topeka, from San Francisco via Eureka and Coos Bay.

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DEEP CHANNEL NOTED VANCOUVER SHIPYARD STEEL FREIGHT ITEM IS BIG.

CONFERENCES BEING HELD IN REGARD TO FACILITIES FOR HANDLING FREIGHT AT WATER RATES.

VANCOUVER, Wash., Aug. 30.—(Special.)—The present rate on steel from the coast to Vancouver by rail is \$1.25, compared with the Panama canal shipments of 70 cents. The freight expense on a 12,000-ton steel ship, such as is being built by the G. M. Standifer Construction corporation in Vancouver, is a big sum.

The effort is being made to have the Columbia river channel between Vancouver harbor and the mouth of the Stikine river dredged so that ocean-going ships may be brought direct to Vancouver, thus enabling local industries to obtain the lowest possible rate on shipments.

The city recently voted \$130,000 to construct a short canal in Vancouver harbor. The government will dredge the high spots in the Columbia river channel, giving at least a 30-foot channel, but a dock must be built to handle the ships when they arrive.

To this end, the officers of Vancouver commissioners and officials of the G. M. Standifer Construction corporation are holding conferences and it is assured that much valuable data will be ready in October when the United States engineers are expected to come here to hear the case.

The lumber industry will also benefit greatly by the deeper channel.

SHIP TO PACIFIC IS PLAN TACOMA COMMERCIAL CLUB LAUNCHES CAMPAIGN.

TACOMA, Wash., Aug. 30.—(Special.)—Support of the plan to have all trans-Pacific shipments move through Pacific ports will be asked of every commercial organization on the Pacific coast by the traffic and transportation bureau of the Tacoma commercial club. Senator Wesley L. Jones has telegraphed Admiral Benson, chairman of the shipping board, to ask the interstate commerce commission to order shipments destined for the orient to be routed by rail to Pacific ports.

The interstate commerce commission has not the power to do this, let us determine it as soon as possible, he urged. In his message to Admiral Benson, the telegram was made public here today by Jay W. McCune, secretary of the traffic and transportation bureau.

The bureau showed Senator Jones that Pacific ports have already lost a large part of the trans-Pacific trade because of preferential rates. Senator Jones points out also that the commission has no power to order return commodities east.

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42 SHIP FIRMS INDICTED PLOT TO RESTRAIN TRADE IS CHARGED IN TRUE BILLS.

NEARLY ALL BIG TRANS-ATLANTIC LINES AND FREIGHT BROKERS ARE NAMED—VIOLATIONS LISTED.

NEW YORK, Aug. 30.—Forty-two steamship companies and freight brokers, including virtually all of the big trans-Atlantic lines, were indicted today in New York on charges of conspiracy and restraint of trade in violation of the Sherman anti-trust law.

The indictments included the International Mercantile Marine, Atlantic Transport, Cunard Steamship companies, and the British, Dutch-American shipping corporations; Compagnie Generale Trans-Atlantique; Kerr Steamship company, members of the trans-Atlantic associated freight conferences and directors of the Steamship Association.

An injunction and dissolution suit against the defendants named in the indictments as members of the Steamship Association and the associated freight conferences was entered simultaneously.

The indictment charged that the defendants January 1, 1917, conspired and violated the Sherman law by restraining interstate trade and foreign commerce in grain, lumber, sugar, and other commodities and manufactured goods produced throughout the United States and in foreign countries.

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