TRAM CAR SUCCESS CHECKED TO PUBLIC

Bright Outlook for Firms Depends on Credit.

Income Adequate for Upkeep and to Pay Fair Return on Property Is Level Set.

In the report of the federal electric railways commission submitted to President Wilson, it is the conclusion that three factors are to be considthat three factors are to be considered in the situation of traction companies in the United States—the public, the employes and the investors, according to Franklin T. Griffith, ports, it is said that the amount inpresident of the Portland Railway, Light & Power company, who returned yesterday from Washington,

Mr. Griffith attended a meeting of the committee on water power devel-epment of the National Electric Light association, of which he is the chairman. He also served as a member of the "committee of one hundred," com-posed of the executives of electric railroads named to act in an advisory

This commission was created by act of congress, and is composed of the secretaries of war, interior and agriculations under which permits for water power developments was several constant of the secretaries of war, interior and agriculations under which permits for water power developments was several occupant. The canadian is now at San Francisco, having recommendat now before the culture. The La Haina has loaded here on several occasions. On her last voyage out Captain Arensen took a California girl as his bride from Tacoma to Australia.

Rate Ch. The federal electric rail ways commission was appointed by the president in May, 1919, and has made an exhaustive examination into situation of the electric lines of

the commission that the success or failure of the traction companies rests with the people who receive the service. Recommendations of the comwith the people who receive the service. Recommendations of the commission were made in regard to financing for immediate requirements, relief of the companies from excessive burdens and the responsibilities of the interests involved. It is pointed out that, unless credit is restored, the outlook is not bright for traction properties, and the three parties are advised as to their respective duties in the premises.

Upkeep Profit Sufficient.

The managements of the companies are told that it is their duty to serve the public with the highest efficiency at the lowest cost, and that they should be satisfied with profits adequate for upkeep and to pay a fair raturn on the value of the property and to secure investment of additional funds required.

The public duty is defined as the control and supervision of railroad properties, with the view of safeguarding public interests, and the fair valuation as may be agreed upon between the city and the company. It is held that employes should have a living wage and reasonable hours.

The vessel passed Point Reyes in tow of the tugs at 2 o'clock and dropped another in quarantine a little after 7 o'clock today.

At high water temogrow morning the control and supervision of railroad properties, with the view of safeguarding public interests, and the fair valuation as may be agreed upon between the city and the company. It is held that employes should have a living wage and reasonable hours.

the give such stability to water-power developments as will enable the companies to make such development, and obtain the necessary money at reasonable rates because of the assurance of return and security."

Pacific Coast Shipping Notes.

FORT TOWNSEND, Wash, Sept. 1—
(Special)—Coming from Manila via Vancouver, the shipping board steamer Eldridge, in the service of the Pacific Steamship company, which arrived in Seattle Steamship company, which arrived in Seattle this morning, brought a shipping board steamer Eldridge, in the service of the Pacific Steamship company, which arrived in Seattle this morning, brought a ship ment of 30,000 cases from Ketchican and Metilakatia.

The 10,800-ton shipping board attamer Elsakeiev, where she will load outward.

The 10,800-ton shipping board attamer company, which arrived in Seattle Shipping Search as a season of the seamship company, which concern will one of the newest type of steel oil tankers of the Luckenbach Steamship company, which concern will open controlled the Alter receiving pany was towed to port here from Richmond beach oil station yesterday afternoon, She carried oil to the Columbia river and Piget sound this trip, and after repairs will proceed south to fill her tanks again.

The Altantic, The next steamer of that line will be the Archor. The General Pacific Coast Shipping Notes.

FORT TOWNSEND. Wash., Sept. 1.—
(Special)—Coming from Manila via Vancouver, the shipping board steamer Bidridge, in the service of the Pacific Steamship company, arrived this morning. At
Vancouver she discharged 5000 bales of
hemp. The remainder of her cargo will
be discharged at Seattle. After receiving
pratique the Eidridge proceeded to Seattile, where she will lead outward.

The 10,800-ton shipping board steamer
Eastern Soldier shifted today to Port
Blakeley, where she will load lumber for
Philadelphia and New Tork. She is in
the service of the Luckenbach Steamship
company, which cencern will operate a
line of vessels from northwest ports to
the Atlantic. The next steamer of that
line will be the Archer. The General
Steamship corporation is the Puget sound
agent for the Luckenbach vessels.

The Japanese-built steamer Eastern
Temple has been assigned to the General
steamship corporation for operation. She
will be placed in that concern's South
American trade. She will scone he ready

pairs will be made. As a result of the account to the Shell tankers on this coast in the stanger the remainder of her oil carge a toward to Seattle yearerday, where repairs will be made. As a result of the account to the Shell tankers on this coast in the stanger of the Shell tankers on this coast in the stanger of the stanger of the Shell tankers on this coast in the stanger of the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on this coast in the stanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on this coast in the stanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline will be removed to sea this evening.

The stanger of the shell tankers on this coast in the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline will be removed in a few days. The tanger of the shell tankers on the sale of oil and gasoline w

Discrimination Against Pa- delivery in the Orient. cific Coast May End.

COMPETITION IS STIFLED

Present Rail and Ocean Haul Cost Through Portland More Than From Atlantic Ports.

Differentials in import and export rail rates now existing in favor of Atlantic ports as against ports of the Pacific coast are expected to be eliminated within a few days and rates equalized to permit Pacific ports to compete with those of the Atlantic coast for the trans-Pacific commerce. A telegram received yesterday by W. D. Skinner, traffic manager of the Spokane, Portland & Seattle railway. from J. G. Woodworth, vice-president, in charge of traffic for the Northern Pacific railway, stated that the question of equalization of export rates has been referred to the traffic com-mittee at Chicago.

The committee referred to consists of traffic representatives of all transof traffic representatives of all trans-continental railroads and settles all tariff questions of this character. Representative rail and steamship traffic men from Portland and other ports of the Pacific met at Seattle early this week, discussed the differentials against this coast and recom-mended their immediate removal. The recommendation of this conference in now before the traffic committee of

Rate Change Announced. The expectation that quick action will be taken by this committee is based upon public announcement made recently from the headquarters of all the transcontinental lines that import and export rates are to be equalized on the basis of the new rates via New York.

Before the recent increase of 33 1-3 per cent in freight rates became ef fective, import and export rates were so equalized that the total transportaon cost for moving freight from a nland point to a trans-Pacific destination was practically the same through the Atlantic, Pacific or guif

With the new rates in effect, how ever, the cost of the combined rail and ocean haul through such a port as Portland is much greater than th short rail and long ocean haul via New York or any other Atlantic port. The same situation prevails with reference to freight originating in territory that was until a week ago competitive between Pacific and Gulf

perts. Typical Example Found. A typical example is found in the case of steel originating in Pittsburg and consigned to Kobe, Japan. Berore the new rates became effective it cost only 29 cents more to ship a ton of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of this steel through Portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland than for Java, via Honelulu, latitude 32:14 of the portland t cost only 29 cents more to ship a ton of this steel through Portland than through New York. The present dif-ferential in favor of New York against Portland is \$1.84 a ton, which obviously imposes an effective bar-

	vent of the Shell tankers on this coast in	one moneus	
	by that company and Union company, all	Marine Notes.	To Arrive at Portland.
	restrictions on the sale of oil and gaso-	The steamer Westboro, laden with wheat	Vessel- From Date
	line will be removed in a few days. The	by the Pacific Grain company, will sail	Str. Rose City San Fran Sept. 1 Str. Ryder Hanlfy Honolulu Sept. 3
	Standard Oil company has not as yet made a similar announcement.	today for Belfast, Ireland.	Str. F. H. Buck Gaviota Sent 4
	Completing her crow, the schooner Ca-	The steamer Eastern Belle, previously	Str. Abercos Orient Sept. 5 Str. Klamath San Fran, Sept. 6
=	mano was towed to sea this evening en	listed by the Columbia-Pacific Shipping company as coming here under the man-	Str. Multnomah San Fran Sept. 6
	route to Callao with lumber loaded at Port Ludlow.	agement of Williams, Dimond & Co., to	Str. Daisy Matthews. Honolulu Sept 7
1	The barge, on which are 100,000 feet of	bring inward cargo and take lumber to	Str. Point Lobos Baitimore Sept. 8 Str. Steel Worker New York Sept. 10
7	ties from the steamer Antinous, was towed	the west coast of South America, is not coming here, it was announced yesterday.	Str. Mont Cenis Marzellles Sept 10
3.	to Beilingham this evening, where it will be placed on the steamer Apus, which is	The versel is not at San Francisco and	Str. Pawiet Orient Sept. 10 Str. Tannenburg Cardiff Sept. 11
	loading at Beilingham for London.	will be delayed there for repairs. The	Str. Hawarden New York Sant 14
	GRAYS HARBOR, Wash., Sept. 1	cargo of lumber to the west coast will be	Sir Seivo Maru Valparaiso Sent 14
	(Special.)-The steamer Syea arrived here	the Columbia river.	Str. Waterbury New York Sept. 20 Str. Springfield Boaton Sept. 20
	last night from San Francisco and is at	The North Atlantic & Western Steam-	Str. Artigas Boston Sept. 25
	the Wilson mill in Aberdeen. The steamer Dalsy Gadsby arrived this	ship company's steamer Springfield has	Str. West Keats China Sept. 26
23	morning from San Francisco and is at the	been delayed at the Panama canal for re-	Str. West Katan New York Sept. \$8
	Eureka mill in Hoquiam.	Pacific Steamship company. She will be	Vessel— For Date.
-	The steamer Raymond cleared at 2 6'clock this afternoon for San Francisco	due at San Pedro August 6 and will prob- ably arrive here about August 20.	Str. Westboro Belfast Sept. 2
	from the Aberdeen Lumber & Shingle	The British steamer Nacito de Lar-	Str. Rose City San Fran , Sept. 1
	company's mill in Aberdeen.	rinaga arrived in the local harbor at 11	Str. West Nomentum China Sept. 10 Str. Selyo Maru Orient Sept. 17
	SAN PEDRO, Cal., Sept. L-(Special)-	o'clock last night to load grain for the	Vessels in Port.
	The steamer Steelworker sent a wireless message here last night saying she was	Pacific Grain company. Her fleet mate, the Pilar de Larrinaga, is now loading	Vesnel-
	250 miles south of San Pedro. She will	grain here and will shift at 7 o'clock this	Str. Akutan Drydock. Bkt. Annie M. Rolph, Clark-Wilson mill.
	arrive this evening. The Steelworker is in the service of the Isthmian line and	morning from the evelutor dock to the	M. S. Challamba St. Johns mill.
	is bringing 1500 tons of steel for the local	Portland Flouring mills to complete her cargo.	M. S. Culburra American Can dock. Str. Johan Poulsen Westport.
	port. The greater portion of the steel is consigned to the oil fields and to the ship-	The bark Levi G. Burgess, one of the	Bk. Levi G. Burgess Terminal No. 1.
	yards.	two sailing vessels awned and operated by	Str. N. de Larrinaga . Columbia dock. Str. Olen
	United States Lighthouse Inspector H.	the Alaska-Portland Packers' association, arrived up at 9 s'clock yesterday morning	Str. P. de Larrinaga., Elevator dock.
	W. Hhodes arrived on the steamer Sequois, last night, and announced that Frank	The same of the sa	Str. Rose City Ainsworth dock. Str. Tiverton Westport.
-	Vanderlip had tendered a deed for the	The passenger liner Rose City arrived	Sch. Wm. Bowden St. Johns mill.
=	land to be used for a lighthouse at Point Vincente. The price is said to have been		Str. West Nomentum. Terminal No. 1. Str. Westboro Montgomery dock.
10		Mill dell abell Enterward underwige	I DATE TO SELECTE A LANGE TO THE PARTY OF TH

INVITATION TELEGRAPHED TO CHAIRMAN BENSON. Chamber Officials Believe Redis-

tricting Possible if Board Holds Hearing Here. President Van Duzer of the cham-

ber of commerce has telegraphed an invitation to Admiral W. H. Benson, chairman of the shipping board, in To acquaint the business men of viting him to make a trip to the Pacific coast and visit Portland. When R. A. Dean was here last week. Chamber of Commerce is doing to further the development of off-shore shipping, establishment of new lines districting adjustment desired by shipping, establishment of new lines to foreign ports and routing of traf-to foreign ports and routing of traf-fic through the Columbia river gate-obtained when the members of the shipping board understand the situa-

It is the view of the chamber of

The telegram to Admiral Benson

At the meeting yesterday of the directors of the chamber one of the subjects of consideration was the question of whether the business men comprehend the scope of the work in which the body is engaged. With Manager Dodson in Washington, D. C. devoting his attention to securing allocation of ships by the shipping board and endeavoring to have supported and endeavoring to have supported and that citizens be informed as to what is being accomplished. Osswald West is also in Washington at present, representing local shipping interests, to aid Manager Dodson in the work. Mr. Van Duzer and other officials of the chamber will carry the information as to civic activities to the membership of the clubs.

The teiegram to Admirat Bodson in the development of Pacific trade and the fed direction of Pacific trade and the part to be played by the American merchant marine in its future extension. We feal that we have a different situation existing on the Pacific coast to that on the Atlantic and that the opportunities and possibilities of future development will demand from the members of the shipping board first-hand and individual investigation of the facilities of the various perits and the part they are to play. We desire not only to extend you an invisition to visit Fortland and the Pacific coast, but we urge your coming as soon as the same may be convenient to you. We appreciate that we are a long way from Washington and we feel that a visit from the chairman of the United States shipping board would be of inestities of the chamber will carry the information as to civic activities to the membership of the clubs. tween various communities are based pri-marily on the desire to sesist in solving the problem of the successful operation of American tonnage and the securing for it of a pre-eminent position in the world's trade. We have enjoyed several days of pleasant conference with your assistant, Mr. Dean, and have urged him to supple-ment our invitation woon his return. invitation upon his return to Washington,

> FIRST PINEAPLES ON WAY Two Full Cargoes Due to Arrive in

Few Days. Two full cargoes of canned pine-apples—the first such cargoes to come to this port—will arrive at Portland within a few days from Honolulu aboard the steam schooner Ryder

Advices from Hawali state that the dineapple canneries there are ested with fruit and that the fleet which is available for the transporta-tion of the crop to this coast is in-adequate for the task. It is believed therefore, that a portion of the pack will be sent to north Pacific ports for distribution. Heretofore the pineapple has nearly all gone to San Fran-cisco and has been distributed from there, coming to Portland by rail and

WESTWARD HO HAS TROUBLE

small shipments on coastwise ves-

12 of Crew Left Behind After Dis pute Over Pay.

Trouble aboard the steamer Westard Ho, which was lying at municipal dock No. 1, resulted in a call eing sent in for the police Tuesday night. The ship sailed, leaving on the dock 12 members of the crew

who refused to work.

The difficulty is said to have arisen over a difference between the captain of the ship and members of the crew about pay. Some of the memcaptain, fearing they might cause trouble, sent in a call for the police. Captain Speler of the harbor patrol dispatched Engineer Thomas and 19
Patrolmen Barber and Perkins to the 18
scene. The policemen guarded the 12
vessel until she sailed for Scattle. 5
The steamers brought cargo here 14 from Baltimore. After discharging at 41 Seattle she is expected to return here 242

Captain Jumps Before Crash and

Saves Life. Captain Thomas P. Campbell, commander of the stern-wheel steamer Hustler, saved his life by a narrow margin yesterday morning by leaping from the window of his pilothouse just before the little steamer crashed into the lowered draw of the Steel bridge. The pilothouse was smashed to bits.

Good to choice steers.

Madium to good steers.

Common to fair steers.

Choice cows and belfers.

Goed to choice steers.

Common to fair steers.

Choice dum to good cows, helfers.

Fair to medium cows, helfers.

Canners.

Choice dairy calves.

Prince light calves. Captain Thomas P. Campbell, com

The Hustler was on her way from the foot of East Alder street to Ells-worth. Wash., where she was to pick Best feeders ing the river steamer lone through the Steel bridge when the draw was lowered to permit a locomotive

ass over.

Before quitting his post Captain Prime lambs Campbell rang for full speed astern, and the vessel responded to her wheel in time to save her from further in-The Nickum & Kelly Sand & Gravel company, owners of the Hustler, estimate the damage at \$2006.

FAIR RUN OF STOCK AT NORTH PORTLAND YARDS.

Offerings Are Readily Disposed Of at Former Prices-Trading in Lambs More Extensive.

There was a steady market at the stock yards yesterday. Twenty-two loads were received and all the offerings sold readily The best hogs on the market brought \$16.50, while a good part of the supply ared more extensively in the trading, with the bulk of sales at \$8.30.

Receipts were 176 cattle, 170 hogs and 548 sheep. available was feeder stock. Lambs figthe bulk of sales at \$8.30.

The day's sales were as follows:

Wgt. Price.

2 steers.1125 \$ 7.00 25 y'rlings \$4 \$1 steer.1130 8.00 9 mixed. 108 6 steers.1121 7.00 8 mixed. \$55 4 steers.1025 7.00 25 mixed. \$55 4 steers.1025 7.00 5 mixed. \$55 4 steers.1025 7.00 5 mixed. \$55 4 steers.1022 7.00 5 mixed. \$14 1 treers.1022 7.00 1 cow. \$10 1 treers.1022 7.00 5 mixed. \$14 1 treers.1022 7.00 1 cow. \$10 1 treers.1022 10 hogs. \$120 14.00 4 steers.1021 1 treers.1022 10 hogs. \$120 14.00 4 steers.1021 2 hogs. \$185 16.00 10 steers.1021 4 hogs. \$185 16.00 10 steers.1021 4 hogs. \$130 15.00 1 steers.1021 4 hogs. \$130 15.00 1 cow. \$10 1 hogs. \$120 1 treers.1021 1 hogs. \$120 16.00 1 cow. \$12 10 1 hogs. \$120 16.00 4 mixed. \$15 5 hogs. \$12 16.50 6 hogs. \$21 1 hogs. \$10 1 hog. \$20 1 hog. \$20 2 treers.1021 1 hogs. \$10 1 hog. \$20 2 treers.1021 1 hog. \$20 2 hogs. \$10 1 hog. \$20 2 treers.1021 1 hog. \$20 2 hogs. \$10 1 hog. \$20 2 treers.1021 1 hog. \$20 2 hogs. \$10 2 hogs. \$20 2 hogs. \$10 2 hogs. \$1 The day's sales were as follows BRIDGE PIPS OFF PILOT HOUSE

Chicago Livestock Market.

range, \$6@12.75; canners, \$4@4.75; belesna bulls, \$5.50@6.75; good and choice
scalers, mostly \$14@17.50; stockers, slow,
stendy; western receipts, 2500 head.

Hogs—Receipts 14,000, mostly stead,
with yesterday's average; early top, \$16.15
bulk light and butchers, \$15.30@16; bulk
packing news, \$14.15@14.40; pigs, steady to
the higher; bulk, desirable grades, \$14.75
pi5.50.

50c lower; choice western, \$10.75; few natives, \$15.50; bulk harive, \$15.50 \(\text{21.75}\); sheep, slow, lower; very good native ewes. \$7; feeding stock, steady to lower. Omaha Livestock Market. OMAHA, Sept. 1.—Hogs-Receipts market opened steady to the lower, mg 13 m 25c lower; good and choice me strong weight and packing grades, \$14.25 g 14.40. Cattle-Receipts 4900, veals 25 2500 digher; all other classes steady; best sale ed yearlings, \$16.

Kansas City Livesteck Market, KANSAS CITY, Mo. Sept. 1.—Cattle—
Receipts 10,000, steers and she stock
steady to 25 cents higher. Heavy steers,
317.25; other sales, \$9,916.60; prime cowa,
\$11.50; bulk she stock, \$6.50@9.50; canners and buils steady; calves steady to
25 cents higher; vealers, \$14.50, few above
\$14; stockers and feeders steady to strong.
Sheep-Receipts 60000 all classes steady Sheep—Receipts 6000, all classes steady 5,00 Top western lambs, \$12.50; natives, \$12.50.

Seattle Livestock Market. SEATTLE, Wash, Sept. 1.—Hogs—Respits, none; steady. Prime, \$17,517,50; nedlum to choice, \$16,917; smooth teavies, \$15,915,50; ples, \$12,914,50. 15; pigs, \$15@14.50.
Cattle Receipts, 15; steady. Prime siners, \$10@10.50; medium to choice, \$5.75@9.30; common to good, \$6.50@8; best cover and heifers, \$7.75@8.25; medium to choice, \$6.50#1.50; common to good, \$5@6.50; bulis, \$4@5; calves, \$7@15.

STEAMER ARAKAN IS OFF Part of Cargo Thrown Overboard

to Get Vessel Off Sandspit.

SAN FRANCISCO, Sept. 1 .- Winning a two-day battle with strong read-winds and pounding breakers a fleet of tugs from San Francisco, reinforced by the salvage steamer Homer, pulled the Dutch steamer Arakan off a sandspit off Point Reyes, 40 miles north of here, today, 2.00 git.ee after the vessel virtually had been 5.50 g 6.50 given up for lost by her agents here. The Arakan, in tow of the Homer and the tugs, was due at this port at 10 P. M. tonight. After 700 tons of copra cake had been discharged from the ship's for-ward hold she rose sufficiently to be

> Hoquiam May Be East Port. HOQUIAM. Wash., Sept. 1 .- (Speial.)-Possibility that Hoquiam will

Columbia River Highway

Chanticleer Inn

ON COLUMBIA RIVER HIGHWAY

A superb view of the Columbia River Gorge and Mr. Hood is well worth coming across the continent to see. Our own ranch supplies our table, Phone or write Owner and Mgr.

MRS. MARIE A. MORGAN, Corbett, Or.

CROWN POINT CHALET

MRS. HENDERSON, Prop.
1000 feet above the Columbia river.
This vantage point commands a view
of the river for 65 miles. From its
wide veranda can be seen Table Mountain, Lone Rock, Cape Horn, Silver
Star and Rooster Rock. Crown Point
Chalet is noted for its excellent
chicken dinners. Make reservations
by calling Mrs. Henderson, long distance, through Corbett.

The Jack o'Lantern HORSETAIL FALLS, COLUMBIA HIGHWAY

Dainty, delicious and appetizing ight lunches served. Come once ou'll come again and keep coming.

MRS. WH.LIAM GEBOTT, Prop.

Bridal Veil P. O., Oregon.

BRIDGE OF THE GODS

CASCADE LOCKS, OREGON.
A quiet, hamelike place, on the Columna River Highway, where the tourist will just home cooking, in homelike surroundigs. Individual service, personal atten-

MOUNTAIN RESORTS.

RELIANCE MT.HOO

- AUTO STAGES

Leave HOUTLEDGE SEED & FLORAL CO., 145 SECOND ST., phones Main 172, A-3811, for Arrah Wannah, Welches, Taw-neys, Government Camp and Rhododendron.

Owned and operated by Irvington Garage & Auto Co., Inc. J. L. S. Snead, Prea.-Mgr. Phone E. 135. E. 14th and Broadway. "Make reservations in advance."

The New St. Martins

Mineral Springs Hotel

Columbia River's Best Resort
Hot Mineral Baths.
Very beneficial for rheumatism
and blood disorders. Auto meets
all trains at Carson, Washington.

TAWNEYS MOUNTAIN HOME

On the Saimon river, near Mt. Hood: home cooking, pleasant surroundings. Fried chicken on Sundays. An ideal place for your vacation. Large individual bungs-lews for those who prefer them. Daily auto singe. Phones Last 133 and Main 172. Long distance. Welches, Oregon.

F. H. TAWNEY, Prop.

WHITE SALMON, WN.

home cooking, in homelike surround-individual service, personal atten-in our cafe adjoining is served only by food, prepared under the super-of Mrs. Madded. The famous Cas-Locks are just 100 yards from this, and the rapids in plain view, MRS. N. JENNIE MADDEN.

MT.HOOD

pulled off the sandspit.

SUMMER RESORTS

Travel-Mountain, River, Lake and Beach Resorts

HOTEL SEASIDE, INC.

Oregon's New

All-the-Year-Round Ocean Beach Resort Hotel

Special reduced rate Saturday, Sunday and Labor Day Rooms With Meals Included

For reservations, address CHAS. H. ROWLEY, Manager.

Oregon's Finest Beach Resort HOTELS BUNGALOWS HOTEL BAYOCEAN, sightly location, overlooks Willamook Bay and ocean fireplace, good rooms and beds—European plan, \$1.50 per day and up; spien

d dining service, meals lower than Portland prices; just the place to res

NATATORIUM—Largest tank in the N. W.; swimming instructor; dancing nowling, fishing and other sports.. Natatorium closes September 7. Spendabor day at Bayocean. BUNGALOWS and TENTS for rent, furnished. Cal Main 5405. Receivers, T. B. Potter Realty Co., 325 Chamber of Commerce Bldg.

ROCKAWAY, OREGON "The place that pleases."

For reservations address J. J. KREBS, Rockaway, Oregon. Necanicum Inn. Seaside, Oregon.
The only family hotel overlooking ocean.
Beautiful grounds, sun pariers and roof
garden. Dining room in charge of trained
distrian and staff of especially selected
O. A. C. students.
Miss Emily Damann, Prop..

Senside. Oregon. Phone your wanf ads to The Oregoilan, Main 7070, Automatic 560-95

The Hazelwood Confectionery & RESTAURANT

Portland.

Everyone

Goes to

The best of everything to eat, prepared in the way you like best. The Hazelwood will welcome you in

388 Washington 127 Broadway

A Moderately-Priced Hotel of Merit East Morrison St. and East Sixth. Phone your want ads to The Orego-nian. Main 7070, Automatic 560-95.



hotels in Portland, located in the heart of the shopping and theater district. All Oregon Electric trains stop at the Seward Hotel, the House of Cheer. Excellent dining room in connection. The Hotel Cornelius, the House of Welcome, is only two short blocks from the Seward. Our brown buses meet all trains. Rates \$1.50 meet all trains. Rates and up.
W. C. Culbertson, Prop.

Astoria and Way Points STR. GEORGIANA Round trip daily except Friday; leaves fortinud 7:10 A. M., Alder-street doc., I enves Astoria 2 P. M., Flavoi dock, Fare \$2.06 each way. Special a la carte dining service. Direct connection for sout teaches. Night bont daily, 8 P. M., daily except Sunday. The Harkin Transportation Co. Main 1422, 541-22.

TRAVELERS' GUIDE,

Astoria Route S. S. "ASTORIAN" 2:30 P. M. DAILY (Except Thursday) FARE \$2.00, including tax. Morrison St. Dock. Phones: Main 8065, 511-46,

Phone Your Want Ads to The Oregonian Main 7070 Aut. 560-95 EUROPE

FROM MONTREAL

AROUND THE WORLD
Tour de Luxe, \$1500 Up
MARCH TO JUNE, 1921
Empress of Canada, 22,000 Tons
New Palatial Ship for Pacific Service CANADIAN PACIFIC

HE ADMIRAL LIN TRANS-PACIFIC SERVICE U.S. SHIPPING BOARD STEAMERS

Class A-1 Steel American Steamers. REGULAR FREIGHT SERVICE то уоконама, кове, SHANGHAI, HONGKONG AND MANILA

rates, space and other information apply to 101 THIRD STREET. MAIN \$281

All Night TOWING Service

If stuck or wrecked, call our Cadillac 8 towing car, equipped for the most difficult jobs. We can also supply your

time, any place, nights, Sundays, holidays. WE NEVER CLOSE

tire requirements at any

Covey Motor Car Company

AUSTRALIA Honolniu, Suva, New Zenland. The Paintial Passenger Steamer S. "NIAGARA" R. M. S. "MAKURA" 20,000 Tuns Bail from Vancouver, B. C.

For fares and sailings apply Can. Pac. Rall-way, 65 Faird St., Portland, or Canadian-Australiasian Koval Mail Line, 440 Seymout St., Vancedver. B. C. LAMPORT & HOLT LINE

Elevation 2240 Peet.
Hayden Lake, Idaho.
37 Miles East of Spokane.
beautiful resort in Idaho. SRd on the banks of Hayden Lake,
tennia, boating, fishing. Beaudrives and walks.
Address Dan J. Moore, Prop.

SORTER'S GARAGE, White Salme Wash, Buick Dealers. Bozanta Tavern

enter the harbor today in dock at the Sait Lake dock. A huse was run from the wharf to the bunkers, and the flames extinguished by the crew with no loss except that of the coal.

New tariffs issued by the railroads of the country give Los Angeles as the name of the seaport instead of San Pedro and Wilmington, as formerly.

TACOMA. Week

TACOMA, Wash, Sept. 1.—(Special.)—
Captain O. B. Lindhorm, master of the steamer Santa Alicia, of the W. R. Grace line, is spending several weeks in Tacomatine, its spending several weeks in Tacomatine first vacation he has had in 20 years. Captain Lindholm left the vessel in the south and came home by rail. The Santa Alicia is due here early next week from Chile and Peru. Captain Lindholm states that conditions in Peru and Chile, while he was south, were bad on account of labor trouble. His ship was laid up nearly a mount in Mejiliones by a strike at that post. Captain Lindholm will rejoin his ship here and take her to west const ports again.

join his ship here and take her to west coast ports again.

All the official family on the sound of W. R. Grace & Co. were in Tacomathis morning to attend the wedding of L. D. Johnson, supercargo of the line here, who was married to Theda Hawes of this city. Following the ceremony the couple left for Portland on their honeymoon, followed by all the gear the mariners could scatter in their wake.

The Admiral Dewey arrived this morning from San Francisco and sailed this evening southbound.

The Cethana, a sister ship, is due here the latter part of the week to load lum-

the latter part of the week to load lumber.

The Wakena, of the Border line, discharged cargo here today and later cleared for British Columbia.

The Danaher mill is expecting the Cethana of the Chilberg line tonight to load a cargo of lumber.

The Sierra, from South America, with a cargo of nitrates, is expected at Dupon

railroads named to act in an advisory capacity to the commission. Guy W. Talbot, president of the Pacific Power & Light company, who was a member of the committee returned to the city yesterday.

Power Conference Held.

The two officials attended a conference with the federal water power commission.

This commission was created by act.

SAN PRANCISCO, Sept. 1.—(Special.)—Salvaging of the Dutch steamer Arakan today after she lay stranded on the beach 2¼ miles north of Point Reyes since last Sunday, was the greatest feat of its kind ever accomplished on this coast. The verever accomplished on this coast. The ven-nel was pulled into deep water from the treacherous brach, from where no strand-ed ship was ever before saved, at 11:30 o'clock this morning after 700 tons of copra had been jettisoned. Some of the oldest mariners now warming chairs in the Merchants Exchange wagered heavy odds that the vessel would go to the

biles, \$13.82; cigarettes, \$4.59; cotton, \$3.30; iron and steel, \$1.84; machinory, \$4.50; paper, \$2.87; soap, \$3.06; automobile tires, \$12.37; manufactured tobacco, \$7.52; canned goods, \$3; condensed milk, \$2.66.

ensed milk, \$2.66.

The above differentials are all for ach ton of 2000 pounds, and repre-ent the excess of total transportation cost through the Pacific coast as against the Atlantic or Gulf, on the various articles from their respective points of production to their ports of

OFF-SHORING SHIPPING TOPIC

H. B. Van Duzer Will Address Progressive Business Men's Club. way, H. B. Van Duzer, president of the chamber, will make five minute talks before the various civic clubs.

He will appear today at the regular weekly luncheon of the Frogressive ficial through a full knowledge of Buziness Men's club at the Hotel Benthe Competitive conditions existing talks before the various civic clubs.

son and during the next ten days he is to appear before the other clubs that meet at weekly luncheons.

At the meeting yesterday of the follows:

U. S. Naval Radio Reports. (All positions reported at 8 P. M. yester day unless otherwise indicated.)

day unless otherwise indicated.)

DILLWORTH, Prince Rupert for San Pedro, 910 miles from San Pedro, C. A. SMITH, Coes Bay, 107 San Francisco, 70 miles south of Coos Bay, AVALON, San Francisco for Raymond, 390 miles north of San Francisco.

GOVERNOR, San Francisco for Raymond, 140 miles north of Cape Bianco.

ADMIRAL SCHLEY, San Francisco for Seattle, 180 miles from Seattle, MOFFETT, San Pedro for Vancouver, B. C., 295 miles south of Vancouver, B. C., 295 miles south of Vancouver, ATLAS, San Pedro for Vancouver, B. C., 282 miles from Vancouver, CITY OF TOPEKA, Asteria for Marshfield, 46 miles south of Columbia river, VENEZUELA, Yokohama for Honolulu, 2410 miles from San Francisco, 8 P. M. August 31.

DILWORTH, Prince Rupert for San Francisco, 1185 miles from San Pedro, 8 P. M. August 31.

DUQUESNE, Henolulu for Balboa, 3115

Francisco, 1185 miles from San Pedro, 8 P. M. August 31. DUQUESNE, Henolulu for Balboa, 3115 miles west of Balboa, 8 P. M. August 31. ENTERPRISE, San Francisco for Hilo, 1062 miles from San Francisco, 8 P. M. August 31. ARCHER, Honolulu for San Francisco, 414 miles from San Francisco, 8 P. M. August 31. August 31.
WILHELMINA, San Francisco for Hon-oluiu, 100 miles from San Francisco, 8 P. M. August 31.

M. August 31.

ST. EAGLE, San Francisco for Manila,
sto miles west of San Francisco, S P. M. nust 31, SAN DIEGO, Tacoma for San Pedro, 150 miles north of San Francisco. JOHANNA SMITH, San Francisco for Coos Bay, 229 miles north of San Fran-

between the city and the company.

It is held that employes should have a living wage and reasonable hours of labor and good working conditions, the company of the company

Movements of Vessels.

PORTLAND, Sept. 1.—Arrived at mid-night, British steamer Niceto de Larrin aga, from Baltimore. ASTORIA. Sept. 1.—Sailed at 3 A. M., steamer Dalsy, for San Francisco; arrived at 7:25 A. M., steamer Halco, from San Pedro; arrived at 8:30 A. M. and left up at noon, British steamer Niceto de Larrinaga, from Baltimore; sailed at 8:30 A. M., steamer Westward Ho, for Scattle arrived at 11:15 A. M. and left up at 8 P. M., steamer Cleum, from Port San Luis, arrived at 1:20 and left up at 5:30 P. M., steamer Rose City, from San Francisco, sailed at 4 P. M., steamer City of Topeka, for San Francisco via Eureka and Coop Bay.

SAN FRANCISCO, Sept. 1.—Arrived at midnight, steamer W. F. Herrin, from Portland; arrived at 8 A. M. and sailed at noon, steamer Washtenaw, from Portland for Port San Luis.

GAVIOTA, Aug. 31.—Sailed at noo-steamer F. H. Buck, for Portland, YOKOHAMA, Aug. 27.—Sailed—Steamer Monteagle, for Vancouver,

Monteagle, for Vancouver.

SAN PEDRO, Cal., Sept. 1.—(Special.)—
Arrived—Steamers Depere, from Tacoma, at 6 A. M.; Ernest H. Meyer, from Columbia river, at 6 A. M.; Charles Christensen, from Williapa, at 6 A. M.; President, from Seattle, at 11 A. M.; Alliance, from San Francisco, at 8 A. M.; Humboldt, from San Francisco, at 8 A. M.; Tecumseh, from Texas, at 7 A. M.; Vanguard, from Eureka, at 6 A. M.; Santa Inex, from Valparaiso, towing bark Belfast, at 8 A. M. Salled—Steamers President for San Francisco at 9 A. M.; Queen, for San Diego, at 10 A. M.; Derbyline for Puget Sound at 6 P. M.

VALPARAISO, Aug. 28.—Arrived— ilverado, from Portland. BORDEAUX, Aug. 28.—Arrived-Fort Wayne, from Portland. SHANGHAI, Aug. 29.—Sailed—Empress of Russia, from Vancouver.

SAN FRANCISCO, Sept. 1.—Arrived— Hwak-Chie, from Port Arthur; Horace X. Baxter, from Seattle; Wapama, from Astoria. SEATTLE, Wash, Sept. 1.—Arrived—Steamers Eldridge, from Yokobama; East Victor, from Vancouver, B. C.; Abner Coburn in tow tug Richard Holyoke, from Nushagak; San Juan, from Cape Flattery; Adulral Rodman, from southeasteru Alaska; Argyli, from Oleum; cable ship Burnside, from Alaskan cruise. Sailed—Steamers Endicott, for Shanghal; Cordeva, for Kotzebue, via sound ports; Redondo, for southeastern Alaska.

TACOMA, Wash., Sept. 1.—Arrived—Admiral Dewey, from San Francisco. Sailed—Skagway, for Alaska; Admiral Dewey, for San, Francisco. Columbia River Bar Report. NORTH HEAD, Sept. 1-Wind, north-west, 20 miles.

HOTEL CLIFFORD