# OUTPUT OF LUMBER

Manufacturers of Northwest Face Problem.

### SHUTDOWN CONSIDERED

Rain Needed in Sufficient Quantitles to Wet Grass and Timber and Quench Blazes.

The problem lumbermen of the state of fire. The long dry spell which has made the forests like so much tinder has been responsible for fires that have destroyed thousands of the merchant management of the state of the state of the merchant management of the problem is that the forests like so much tinder has been responsible for fires that have destroyed thousands of the merchant management of the passage of the merchant management and for American vessels, was upheld by Meyer Lissner, shipting the merchant management and for American vessels, was upheld by Meyer Lissner, shipting the merchant management and for American vessels. that have destroyed thousands of

to protect the camps and timber against possible fires.

This situation is materially cutting down the output of logs. What is needed, above all things, is rain in sufficient quantities to wet thorward the grant of the camps and timber in adverse the grant of the camps and timber in adverse the camps and timber in adverse to the camps and timber in adverse the camps and timber in oughly the grass and timber in addition to quenching the fires that are already burning.

There is strong talk among the numbermen of Washington.of following the suggestion of Governor Hart and closing down until a rain comes. Some opposition to the suggestion is being found around Grays Harber, but from all indications it is apparent that many of the operators will close their camps and use their men to guard against fires.

Production Cut Down. During the last ten days the pro duction of Oregon's mills has been cut down approximately 350,000 feet through fire damage. The Booth-Kelly mill at Wendling, which burned in the middle of the week, had a daily output of between 150,000 and 175,000 feet, and other destroyed mills brought the loss to the state's production to a much higher figure. Generally speaking, however, pro-

duction continues to be heavy throughout the northwest, and for the week ending July 1, according to the West Coast Lumbermen's association, it was 7 per cent above normal. New business was 6 per cent below production, but this can be accounted for through the fact that it is a between-season period Lumbermen do not anticipate any great increase in orders before the crops have been harvested.

There is a strong demand for lum-ber from most sections of the United States. Orders are coming in daily from most all domestic sources ex cept the agricultural districts. The Atlantic coast is taking great car-goes of lumber out of this and other ports of the northwest each day. A building campaign is on in full swing in the east and efforts are being made to solve the problem of congested housing conditions. The revival in manufacturing lines has had the effect of stimulating building in those sections dependent upon such industry and the mills of the northwest are feeling the ef-

Association in Arms. The West Coast Lumbermen's association is up in arms over the re-cent action of the United States senate in keeping shingles on the free list and placing a \$1 duty on the raw materials from which shingles are made. The senate has said, according to the association, that American lumber manufacturers cannot go to Canada for their raw materials but that shingles made in materials but that shingles made in Canada can come in free.

A bulletin issued by the association contains the following summary of the shingle situation as it is:

The 50-cent duty on shingles would not have affected the volume of Canadian-made shingles coming into American markets. It merely would have equalized competitive conditions; and, at the same time, provided the government with sufprovided the government with suf-ficient revenue to finance, say the federal trade commission for a pe-riod of one year; or, to have fi-nanced the free distribution of seeds. congressmen for a period of

"The manufacturing lumber in-dusty did not ask any protective duty except on shingles. It urged 50 cents there for the purpose of giving American manufacturers and American wage earners in the shin-gle industry an even break against British Columbia's cheaper raw macheaper labor and longer working hours.

### Beginning of End Seen.

ington and Oregon have gone out of commission, while the British Co-humbia shingle industry has in-creased 300 per cent, with approxi-mately 85 per cent of Canadian production sold in American markets without American consumers having any benefit in the way of lower prices by reason of free shingles. "The action of free shingles.

"The action of the senate is probably the beginning of the end of the shingle industry on the American side. Without a tariff duty equalizing British Columbia competition it will not be possible for many of the smaller mills to continue unless they was action.

facturer and American shingle mill employe are dead set against. "The shingle industry on the American side has not been a profitable business. This is well illustrated by the fact that the manufacturers owning mills on both sides of the International border have been operating their British Colum-

bia plants steadily while their American mills have been closed. "The 18 votes favorable to the shingle tariff were from the farm bloc, although 13 farm bloc republicans voted against the duty. It is interesting to note, in connection with that vote, that the shingle in-dustry has been a great factor in the farm development of Oregon and Washington by reason of having en-abled settlers to earn a living dur-ing the years their land was being cleared and prepared for agricul-

tural uses. "Our advice from Washington, D. C., is that there is little hope for reconsideration of the senate's ac-tion."

FRANK G. DRUM, Port Costs for Sectile, 540 miles from San Francisco

LYMAN STEWART, Oleum for Port Moody, 434 miles from Port Moody QUEEN, Seattle for Ketchikan, 111 dies from Seattle July 8. NORTHWESTERN, Seattle for Ketchi-kan, 112 miles from Seattle July 8.
FRED BAXTER, Eagle Harbor for Union Bay, B. C., 36 miles from Eagle Harbor July 8.

Balanced Merchant Fleet Is

EASTERN SAILER, Portland for okohama, 2927 miles from Columbia iver July 8. PRESIDENT MADISON, Yokoham

July 8.

WEST OROW, Yokohama for San Pedre, 3375 miles from San Pedre, 3375 miles from San Pedre July 8.

HANLEY, Yokohama for Vancouver, 1765 miles from Vancouver July 8.

BESSIE DOLLAR, Tacoma July 8.

ALLOWAY, Yokohama for Vancouver, 2112 miles from Vancouver July 8.

TASCALOOSA CITY, Manila for San Francisco, 2852 miles from San Franci

cisco July 8.

BEARPORT, Los Angeles for Yokohama, 1536 miles from Los Angeles
July 8.

IOWAN, San Pedro for Hamburg, 188
miles south of San Pedro July 8.

MAUI, left Hilo for Honolulu 4:30
P. M., July 8.

MANOA, Honolulu for San Francisco,
1066 miles west of San Francisco July 8. MANOA, Honolulu for San Francisco, 1066 miles west of San Francisco July 8. HYADES, Kahului for San Francisco, 1588 miles from San Francisco, July 8. ENTERPRISE, San Francisco for Hilo, 1945 miles west of San Francisco July 8. NANKING, San Francisco for Hongong, 1050 miles west of San Francisc

WILHELMINA, San Francisco for lonolulu, 1983 miles from San Fran-

ARTIGAS, Grays Harbor for San Pe-

JOHANNA SMITH, San Francisco for Coos bay, crossed in.
C. A. SMITH, Coos Bay for San Francisco, 306 miles north of San Francisco.
ROBIN GOODFELLOW, Everett for Westport, 75 miles north of Columbia rives. "Shingles have been on the free list since October, 1913, during san Francisco, 40 miles south of Cape which time several bundred small shingle mills in the states of Wash-Victoria, Port Wells for Nome, 170

Flattery, VICTORIA, Port Wells for Nome, 170 miles from Port Wells. RUTH ALEXANDER, San Francisco for Scattle, 535 miles from San Fran-PRESIDENT, San Francisco for Victoria, 371 miles from Victoria, 371 miles from Victoria, ADMIRAL GOODRICH. Anacortes for San Francisco, 252 miles from San F LYMAN STEWART. Oleum for Port Moody, 137 miles from Port Moody. QUEEN, Seattle for Ketchikan, 111 miles from Seattle, July 8. BOBIN ADAIR, Portland for Seattle, 60 miles from Seattle. QUINAULT, Tacoma for San Pedro, 40 miles from Tacoma.

they go back to the 10-hour day at reduced wages and that is something that both the American manu- Francisco, 2852 miles west of San Property TUSCALOOSA CITY, Manila for Sar Francisco, 2852 miles west of San Fran-

Francisco, 2852 miles west of San Francisco, 2852 miles west of San Francisco, July 8.

ALLOWAY, Yokohama for Seattle, 2112 miles west of Seattle, July 8.

BESSIE DOLLAR, Tacoma for Shanghai, 1957 miles west of Tacoma, July 8.

WEST OROWA, Shanghai for San Pedro, 3375 miles west of San Pedro, July 8.

HANLEY, Yokohama for Seattle, 1765 miles west of Victoria, July 8.

PRESIDENT MADISON, Yokohama for Seattle, 1831 miles west of Seattle, July 8.

EASTERN SAILOR, Portland for Yokohama, 2927 miles west of Columbia river, July 8.

MEIGS, San Francisco for Honoiculu, 1216 miles west of San Francisco, July 8.

JULIA LUCKENBACH, San Pedro, July 8.

JULIA LUCKENBACH, San Pedro, July 8.

W. F. HERRIN, Honoiculu for San

W. F. HERRIN, Honolulu for San W. F. HERRIN, Honolulu for San Francisco, 1120 miles from Honolulu, July 8.
WEST PROSPECT, Yekohama for San
Pedro, 1290 miles west of San Pedro.

dro, July 8.

PRESIDENT GRANT, Seattle for Yokohama, left Victoria 7 P. M. July 8.

PRESIDENT LINCOLN, Yekohama for
San Francisco, 1372 miles west of San
Francisco.

## MARINE SUBSIDY

Declared Aim.

35556 miles from San Francisco July 8. MEXICO, Ensenada for San Jose del Cabo, 175 miles northwest of San Jose del city in connection with the hearing. that have destroyed thousands of dollars' worth of valuable timber, There is hardly a logging camp that has been able to run steadily on account of fire menace. Continually on guard must be a number of men to protect the camps and timber to protect the camps and timber are already as a number of men to protect the camps and timber to protect the camps are to

Mr. Lissner said that the problem of building up the American mer-chant marine was simply the tradi-tional one of the fostering of Ameri-

Foreign Competition Fought. "For generations the policy of this government has been to protect against foreign competition the American industry, what required protection, but the shipping indus-try, which is the basis upon which all other countries depend and which needs and is entitled to protection more than any other, has had practically no protection at all," he said Every argument ever put forth for the protection of any other Ameri-

will-Lamette. San Francisco for Seattle. 300 miles north of San Francisco.
W. H. Miller, Astoria for San Pedro.
CELLO, St. Helens for San Francisco.
CELLO, St. Helens for San Francisco.
CHINA ARROW. San Francisco for Hongkong, 260 miles west of San Francisco for Hongkong, 260 miles west of San Francisco.
Thoughous de Miles west of San Francisco for Hongkong, 260 miles west of San Francisco.
The bill which is called the merciaco.

"The bill which is called the mer-chant marine act of 1922 provides ARTIGAS, Grays Harbor for San Pedro noon.
AGWIDALE, San Francisco for Portiand, passed Blunt's reef at noon.
HARTWOOD, Grays Harbor for San Francisco, 58 miles south of Grays Harbor.

RAINIER, Port Angeles for San Francisco for Portland, passed Astoria hound upriver.

AVALON, Willapa Harbor for San Francisco, 51 miles from Willapa Harbor.

JOHANNA SMITH, San Francisco for Gons have the gray of the indirect aids, or otherwise, without subsidy. Whenever in any year a fleet makes a profit of 10 per cent or more on its actual investment (not on watered stock) all above that percentage is divided with the government until the full amount of subsidy paid has been returned.

Construction Loan Provided.

Construction Loan Provided. "To encourage the construction of eeded types of ships, the bill provides for a construction loan fund of \$125,000,000 to be raised by the shipping board out of the liquida-

### Port Calendar.

To Arrive at Portland.

20	lexan BordeauxJuly
Ю	Rose City San FranJuly 1
	Rose City, San Fran July 1 Annette Rolph San Pedro July 1
41	K. I. Luckenbach Boston July 1
Ш	Robin Goodfellow Seattle July 1
t i	RemusJuly 1
	Ibuk san Maru YokohamaJuly 1
t I	Carmarthenshire Europe July 1
11	Ginyo MaruSou. AmerJuly 1
	Senator San Diego. July 1 Multnomah. San Fran July 1 Admiral Goodrich San Fran July 2
31	Multnomah San Fran July 1
3	Admiral Goodrich San Fran July 2
	To Depart From Portland.
Ш	Vessel— For Date.
ı	Eagle New York July
1)	wapamasan DiegoJuly 1
1	Admiral Farragut San Diego July 1
	K. L. Luckenbach New York July 1
•	West Kader Orient July .1
	Rose CitySan FranJuly 1

Admiral Goodric	hS. F. & wayJuly 2
Ves	sels in Port.
Vessel-	Berth.
Admiral Farrag	ut. Terminal No. 2
Anne Hanify	
Benlawers	Globe mill.
Bratsberg	Terminal No. 4.
Canadian Prospe	ctor Eastern & Western
Davenport	Prescott.
Eagle	Westport.
El. H. Meyer	St. Helens.
Flavel	St. Helens.
fannawa	Vegetable Oll Co
Meigan Maru	West Oregon.
	Terminal No. 4.
Nehalem	Warrenton.
Oregon Pine	Peninsula mtil.
Pennsylvanian	North Bank.
Shasta	St. Helena
Santiam.	Tongue Point.
Shinkoku Maru.	Wauna.
Thos. Crowley	Tongue Point.
ni Cheomomer	Port F M Ca

PRESIDENT LINCOLN, Yokohama for San Francisco, 1372 miles west of San Francisco, 1372 miles west of San Francisco for San Francisco of San San Francisco of San

tion of its properties, available, as soon as the funds can be collected." Mr. Lissner said that it was proposed as soon as it may be practi-cable to insist that at least half of the immigrants coming to this counry come under the Stars and Stripes. This immigrant business, he said, has been the mainstay in the building up of the great trans-Atlantic passenger routes. In commenting upon the schedule

"For ships of less than 12 knots trial speed the compensation is at the rate of % cent per gross ton per 100 miles steamed. For ships of more than this speed it increases up to the maximum of 2.6 cents per ton per 100 miles, in the case of a vessel of 23 knots or above. The minimum size of vessel that receives aid is 1500 tons, in the case of the power-driven vessel, and 1000 tons in the case of a sailing ship.

Cost \$50,000,000 Annually. "Under present conditions the fleet which is costing the govern ment \$50,000,000 a year to operate would receive, under the plan pro-posed, but \$8,500,000 per annum in subsidy; the entire remaining private fleet of the country that is or could be used in foreign trade would receive less than \$7,000,000, or a total of about \$15,000,000 if the bill were in effect and the entire gov-ernment fleet now operating were at once disposed of and operated pri-

For a fleet of 7,500,000 gross tons osting between \$400,000,000 and \$500,000,000 to construct and con-sidered adequate for peace and war \$500,000,000 to construct and considered adequate for peace and war needs of this country, he said that the annual cost in direct aid would not exceed \$72,000,000.

In reply to arguments of those

SAN DIEGO, July 9.—Arrived: Motor-ship Gryme, from Ensenada, 7 A. M. Sailod: Mexican patrol boat Tecute, for Mexican waters, 8 A. M.

TACOMA, Wash., July 8.—Arrived:
Ixion. 6 A. M.; Stanwood, from California, 7 A. M.; Gladlator, 7:35 A. M. Salled.
Remus. 4 P. M.; Ixion, for European ports, 11 P. M.; Quinault, for San Francisco, 12 M.; steamer Gladlator, for Europe; Everett, for San Francisco, 12:30; Floridan, for New York, tonight; Pacific, for San Pedro, 7 A. M.; Toyo Maru, for Yokohama, some time tonight.

SEATTLE, Wash., July 9.—Arrived:
Frank G, Drum, from San Pedro; Willfaro, from New York: H. F. Alexander,
from San Diego; Fulton, from British
Columbia ports; Commodore, from San
Francisco; Charite Watson, from El Segundo. Departed: Nome City, for Tacoma; Harry Luckenbach, for New York;
Florence Luckenbach, for Mobile; Kinkasan Maru, for Muroran; Ixion, for Tacoma; Admiral Schley, for Vancouver,
B. C.

RAYMOND, Wash., July 9,-Departed: EVERETT, Wash., July 9.—Arrived: loridan, from Seattle. Departed: Robin condfellow, for New York.

SAN PEDRO, Cal., July 9.—Arrived:
Multnomah, from Port Angeles, 5:10
A. M.; Selyo Maru, from Hongkong,
6:45 A. M.; G. C. Lindauer, from Ablon,
7:15 A. M.; Bemdyk, from Rotterdam, 8
A. M.; Yale, from San Francisco, 10:15
A. M.; Admiral Dewey, from Seattle, 4:15
P. M.; R. J. Hanla, from San Francisco,
7 P. M.

7 P. M.
Departed: Montebello, for San Francisco, 9:45 A. M.; La Placenita, for Honolulu, 10 A. M.; Eastern Merchant, for New York, 10:45 A. M.; Martha Buebner, for Coos Bay, 12:30 P. M.; Richmond, for San Francisco, 3 P. M.; Barge No. 95, for San Francisco, 3 P. M.; Seiyo Maru, for Valparaiso, 5 P. M.

Marine Notes.

After discharging 1500 tons of sulphur from Galveston the steamer Munaires sailed yesterday for Coos Hay to take on lumber for the Atlantic seaboard. She will finish her lumber cargo at Grays

The steamer Daisy Mathews sailed yea-terday for San Pedro with 1,131,000 feet of lumber loaded at St. Helens. After discharging cargo here the mo-torship tanker H. T. Harper sailed yes-terday on the return trip to San Pedro. With freight from continental and Cen-tral American ports the French steamer Texas was scheduled to get into the river last night.

last night.

The steamer K. I. Luckenbach is due to arrive in Portland harbor early this morning with freight from Atlantic ports. She will dock at terminal No. 1.

The Robin Goodfellow salled yesterday from the sound and was due in the river last evening. She will take on lumber at. Westport for Atlantic ports. Twenty steamers are now en route here from various Atlantic ports and the next few days will see a great deal of activity in the handling of intra-constal business in the harbor.

Report From Mouth of Columbia, NORTH HEAD, July 9.—Condition the sea at 5 P. M., smooth; wind nort west, 12 miles per hour.

advertisements not printed in any

of direct aid provided in the bill. Veal Only Exception to Increased Market.

1921 FIGURES COMPARED

S. McIntosh, Deputy in Bureau of Statistics, Issues Data for May.

OLYMPIA, Wash., July 9 .- (Special. Prices paid for livestock at publi-stockyards in Washington were highe in May, 1922, than in the same month of 1921, with the single exception of veal according to J. S. McIntosh, deputy com-missioner of the burcau of statistics and immigration in the secretary of state's office.

office.

Prices a 100 pounds on May 15 of each
year, according to Mr. McIntosh's records, were;

1921 1922

ASTORIA, Or., July 9—(Special.)—
The steamer Robin Adair, with freight from Portland, salied at 12 o'clock last night for New York via Scattle.
After discharging fuel oil in Portland and Astoria, the tank steamer H. T. Harper sailed at 6 o'clock this morning for California.
The steam schooner Daisy Matthews, with a cargo of lumber from St. Helens, salled at 7 o'clock this morning for California.
The steam schooner Daisy Matthews, salled at 7 o'clock this morning for San Pedro.

After taking on a part cargo of lumber at Warrenton, the steam schooner Nehalem shifted at 4:30 this afternoon to Vancouver, where she will finish loading.

The steamer Robin Adair, with freight in controlled in the Tillamook district agent of the Forest Fire Patrol association.

In Columbia county, excitement over the alarming situation had greatly subsided. The fires were scattered and were being kept out of virgin timber. Fighters there and much freight in both cases were dited as proof.

The steams shifted at 4:30 this afternoon to Vancouver, where she will finish loading.

The steamer Robin Adair, with freight trade of Lagrange and freight trade to Japanese vessels in the Toyo Kisen.

In Columbia county, excitement over the alarming situation had greatly subsided. The fires were scattered and were being kept out of virgin timber. Fighters well did as proof.

The freighter Eemdyk, in the joint were received from that district.

to Vancouver, where she will finish loading.

The steamer K. I. Luckenhach, from the Atlantic coast via San Francisco, arrived at 4:30 today and went to Portland.

Carrying a cargo of lumber from Wauna, the steam schooner Anne Hanify sailed at 5:30 today for San Pedro.

After discharging freight in Portland, the steamer West Haven salied at 2:45 today for Seattle.

The British steamer Canadian Observer is due from Ocean Falls, B. C., and will discharge wood pulp here for reshipment to Camas.

SEATTLE. Wash., July 9.—After a voyage up the coast from San Francisco during which she was delayed by head winds and a heavy westerly swell, the steamship Nome City arrived here last night, bringing 500 tons of general cargo for Seattle and 300 tons for Tacoma discharge. She will load general merchandise in Seattle and Tacoma, 500 tons of lime at Roche Harbor, and lumber at Mukliteo for San Francisco. The Nome City required 104 hours to make the run from San Francisco to Everett.

With shipments of raw silk, silk goods and general oriental merchandise, the Osaka Shosen Kaisha steamship Hawaii Maru is expected to reach Seattle tomorrow. She is scheduled to leave for the orient July 27. The steamer Africa



# -just say

Blue=jay to your druggist Stops Pain Instantly

Tides at Astoria Monday.

High.

1 02 A. M... 8.7 ft. | 8:10 A. M... 0.8 ft. | 8:15 P. M... 2.7 ft. | stantly. Then the corn loosens and comes out. Made in two formscolorless, clear liquid (one drop does it!) and in extra thin plasters. Use whichever form you prefer, plasters or the liquid—the action is the same Safe, gentle. Made in a world-famed The Oregonian publishes practically all of the want ads printed in the other three Portland papers, in addition to thousands of exclusive free: Write Bauer & Black, Chicago, Dept.; for sulvable book "Correct Care of the Feet. Free: Write Bauer & Black, Chicago, Dept. 1. for valuable book, "Correct Care of the Feet.

### Imagine Business Without Paper

It is doubtful if there is another commodity as essential to the free intercourse of all business as paper. It is the universal medium of communication and recording of information.

Newspapers are the largest consumers of paper. Newsprint is the principal product of the Washington Pulp & Paper Corp., which operates a complete paper manufactory occupying 60 acres of land at Port Angeles, Washington, fronting on deep water.

This locality probably has more of the requisite requirements for the manufacture of newsprint than any place on the Pacific coast. There is unlimited timber supply, hydro-electric power at low cost, sawmill waste for fuel, rail as well as water transportation, pure soft water for manufacturing purposes, fresh water pond for storage of logs, and plenty of good

The demand for this company's product continues to exceed the supply, and the output which is practically double that of last year, has been contracted for at satisfactory prices for the next four years. These favorable conditions coupled with good management enabled the company to show net earnings for 1921 of more than 11.9 times interest on bonds outstanding for that period. If the interest charges on this issue were also included, the earnings would represent five times the total interest charges.

These facts give strength to an investment in Washington Pulp & Paper, Corporation First Mortgage 61/2% Sinking Fund Gold Bonds, Series of 1941. The price is 100 and interest to yield 61/2%. You will want to have full information concerning this sound security. Call at our office, write or phone for it today.

## BLYTH, WITTER & CO.

Fourth and Stark, Portland Broadway 6481

san Francisco and Bay Point.

San Diego, Cal., July 9.—Continued increase in passenger and freight trade to Japanese vessels in the Toyo Kisen Kaisha service between South American ports and San Pedro and San Francisco is evidenced with each sailing, according to local shippers. The arrival of the Japanese steamer Heiso Maru today from the orient and her departure for South American points with many passengers and much freight in both cases were

ern Idaho are the only areas nearby which have seen relief by rains. Rain has helped the fighters also

All the protection of any older American All the protection of the protection of any older American All the protection of the protection of any older American All the protection of the protection of the protection of any older American All the protection of the

Portland and vicinity-Monday fair,

Oregon and Washington-Monday fair, moderate westerly winds.

# Men Wanted

for service as railroad machinists, boilermakers, blacksmiths, high-tension linemen and groundmen, electricians, sheetmetal workers, pipe fitters, coppersmiths, tinners, car inspectors, car repairers, helpers---all classes

UNDER STRIKE CONDITIONS BEST EXPLAINED BY CHAIRMAN BEN W. HOOPER OF THE UNITED STATES RAILROAD LABOR BOARD IN HIS STATEMENT OF JULY 1ST READING AS FOLLOWS:

"In this case the conflict is not between the employer and the oppressed employes. The people of this country, through an act of congress, signed by President Wilson, established a tribunal to decide such disputes over wages and working conditions, which are submitted to it in a proper manner. It is the decision of this tribunal against which the shop crafts are striking.

"Regardless of any question of the right of the men to strike the men who take the strikers' places are merely accepting the wages and working conditions prescribed by a government tribunal and are performing a public service. They are not accepting the wages and working conditions which an employer is trying to impose. For this reason public sentiment and full government power will protect the men who remain in their positions and new men who may come in."

Adequate provisions have been made for the full protection of all new employes, the same as old employes who have remained loyally at work. Applicants should apply to the office of the superintendent at Portland (Union station), or to the assistant superintendent at Roseburg.

J. H. DYER, General Manager Southern Pacific Company