

MERCHANT MARINE FABRICATED BY MANY

Opposition to Effort to Bring Foreign Vessels Under American Flag Limited.

PUBLIC WELFARE THEORY

Numerous Arguments Cited in Support of Bill to Come Before Congress Tomorrow by Agreement of Party Leaders.

President Wilson's effort to bring foreign vessels under the American flag evidently comes at a psychological period, for, with the exception of American steamship corporations and individual vessel owners, there appears to be a general sentiment that the move is justified under the existing conditions.

One shipper went so far in discussing the prospect of increasing the American merchant marine yesterday that he said it was not a matter that should be judged from the standpoint of an individual or the steamship interests, but for the general public to arrange with producers and manufacturers and the country at large.

"To bring foreign ships under our flag impresses me as being the only way out of the existing dilemma," said J. W. Ganong, vice-president of the Portland Flouring Mills Company. "In fact it may be a necessity before the European war ends."

"I think that if certain objectionable features in the movement of commodities from the foreign countries are to be amended and we are allowed to buy foreign bottoms, the upbuilding of the merchant marine of the United States will be hastened."

"I would say it would be an excellent move for the United States to arrange for the registration of foreign carriers under the American flag. We don't know how long this war will last, there will be numerous foreign vessels held at American ports, because conditions may be such it would be unwise to start them abroad. They might lie idle for some time, and American capital would be in a position to purchase them cheaply."

"It would be especially advantageous to the Northwest, for, in assembling foreign bottoms of the class at low prices, it would more than offset the Panama Canal tolls in the matter of trade development between the two coasts. Unquestionably, some tonnage could be procured much more cheaply than if built in the United States, and the initial cost would be close to half the financial outlay required to build them here."

The American-Hawaiian and W. R. Grace & Co. interests, which have ships in the trade from New York to Pacific Coast ports, are decidedly against the plan.

American-built vessels cannot compete with foreign bottoms today, owing to the latter having had the advantage of cheaper construction, fewer laborers obey in the matter of equipment and crews that are carried for materially less wages than are paid Americans, said a steamship representative.

The American owners of vessels built abroad have not availed themselves of authority extended to place such vessels under an American registry, probably because they are operated in the foreign trade, for, it is argued, a foreign registry is an economical asset. Builders oppose the wholesale welcome of foreign bottoms in the home market. It deprives American yards of work.

A bill to pave the way for foreign bottoms to fly the Stars and Stripes comes before Congress next week. It is in all probability a regular measure introduced by President Wilson and leaders of both houses, and dispatches say it will be pressed for passage.

MORE TARIFFS ARE CUT

Grace & Co. Give Notice of Reductions, Too.

American-Hawaiian Steamship Company's Low Rates From Atlantic to Pacific Mean War.

On the heels of announcements by the American-Hawaiian Steamship Company of a reduction in rates between the Atlantic and Pacific Coasts, W. R. Grace & Co. have given notice of similar tariff reductions, and shippers are being urged to take advantage of the new rates.

The American-Hawaiian's latest in rate reductions is a regular passenger service will be maintained via the Isthmus route, beginning with the sailing of the Honolulu on August 15. The Isthmian also has passenger accommodations, and it is understood here that the new fleet of eight ships started last year and completed recently, are so constructed that passenger equipment readily can be placed on them.

SUSLAW IS DEEPER

Hope Expressed That Improvements Can Be Continued.

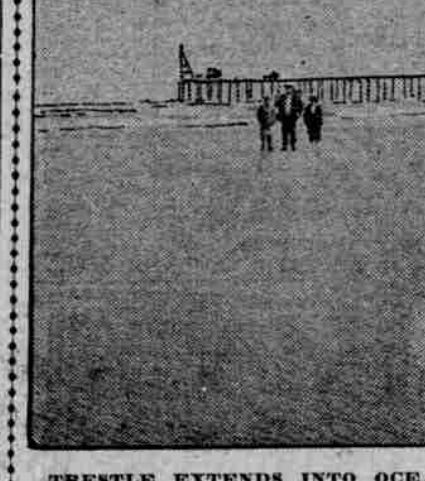
2 JETTIES HELP CHANNEL

Within Five Years Depth at Mean Low Water Has Been Increased From Seven Feet to 10 Feet and Bigger Cargoes Carried.

62 VESSELS CARRY LUMBER

Shipments From Columbia in July Are 51,658,204 Feet.

PROGRESS ON WORK OF SUSLAW JETTY SHOWN.



TRESTLE EXTENDS INTO OCEAN AND ROCK FILLING TO EDGE OF WAVES.

During July, 34 vessels loaded at the mill in the lower district and their combined cargoes amounted to 23,895,000 feet of lumber. Of those vessels 31, carrying 19,355,000 feet of lumber, were loaded at the mill, while three vessels, having on board 3,536,000 feet of lumber, are en route to foreign ports.

During the month 38 vessels loaded 28,783,244 feet of lumber at up-river mills, making a total of 51,658,204 feet of lumber that was shipped in cargoes from the Columbia River last month.

TRADE CONDITION CHANGE DUE

Pacific-Atlantic Seaboard Prices on Various Commodities Given.

SAN FRANCISCO, Aug. 1.—(Special).—The action of the steamship lines is expected not only to bring about a revolution in trade conditions between the Pacific and Atlantic seaboard, but eventually to lead to an establishment of Pacific Coast ports in their destined places among the chief distributing centers of the world.

Some of the changes show that a general slashing of fares is in progress. In a number of cases the rates are lower than the rates from Chicago to New York, and the same applies to other lines. The following figures are quoted to show the ocean rates from San Francisco to other Eastern ports:

San Francisco to New York, 100 pounds (34,000 pounds minimum).
San Francisco to Boston, 100 pounds (34,000 pounds minimum).
San Francisco to Philadelphia, 100 pounds (34,000 pounds minimum).
San Francisco to Charleston, 100 pounds (34,000 pounds minimum).

POWER HEARING CALLED

Twin Falls, Idaho, Scene of Three-Cornered Fight.

TWIN FALLS, Idaho, Aug. 1.—(Special).—The hearing on the power situation, which opened yesterday before the Public Utilities Commission, continued all day today. It will be concluded in Boise.

A three-cornered fight is waged for the control of the Southern Idaho power territory, or entrance into it by two other companies in competition with the Great Shoshone & Twin Falls Water Power Company. The original power company in the area is the P. N. Heintz consulting engineer for the Idaho Power & Light Company, was the principal witness and a number of other women were bathing in the creek, a stream that separates Kiger and Stubbins islands in the Willamette river.

GIRL ASSISTANT, IS DROWNED

Flora Newman, 16, Loses Life in Creek at Corvallis.

CORVALLIS, Ore., Aug. 1.—(Special).—Flora Newman, aged 16 years, was drowned last night in Hogue Creek, about four miles south of Corvallis. The matter of establishing a passenger service after the Honolulu gets away is being seriously considered.

Grace & Co. have sent word to George McDowell, agent here, that in addition to lower rates recently quoted the charge on galvanized iron, steel and iron plates, corrugated and plain material is 30 cents and the same applies to wrought iron pipe. The latter also is quoted by the American-Hawaiian and a full new tariff is looked for by mail early this week. In the past the water-line has obtained virtually none of the wrought iron business, as it has been handled on a combination of lake and rail transportation at 60 1/2 cents.

NEWS FROM OREGON PORTS.

COOS BAY, Or., Aug. 1.—(Special).—The steamer S. H. Elmore arrived this morning with 1200 cases of cheese, lumber and passengers for San Diego. The steamer Paraiso will sail from North Bend tomorrow afternoon.

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NO HEAR-TRADING

Export Business Continues at Standstill.

PRICES WHOLLY NOMINAL

Farmers Are Not Alarmed by Suspension of Buying, as They Believe Last Prices Will Hold When Market Opens.

Business in the wheat market continues at a standstill, except for a few limited operations for account of Coast mills.

Exporters are doing nothing at all in the way of buying grain, in view of the paralysis of international commerce. No efforts will be made to secure further supplies in the country until an outlet is assured, and this, in the light of the day's sensational developments in Europe, is a most uncertain question.

In the meantime prices are quoted unchanged, but nominal. Holders express no alarm, believing that when commerce with Europe is resumed the interruption to trade will again prevail. No one in the grain buying business is willing to hazard a guess as to whether or not this will be the case.

Business in other cereal lines continues quiet. Spot prices have not been affected by the war, but the undertone of the market for barley futures is easier.

Local receipts, in cars, were reported by the Merchants Exchange as follows: Wheat, Barley, Flour, Oats, Hay, Monday, 18; Tuesday, 12; Wednesday, 12; Thursday, 12; Friday, 12; Saturday, 12; Sunday, 12.

ALL FRUITS ARE IN STRONG DEMAND

Best Yellow Peaches of Season Arrive From California.

Fruit business was carried on to a large scale throughout the day, and there was a good clean-up, particularly of soft fruit.

The best California Crawford's and cantaloupes were brisk at the reasonable prices now ruling. The heavy carload shipping business in melons is now under way and dealers in many interior towns that never before had a full car of melons at this time are now buying in this manner.

Casabas are now fully marketed at Turlock and Dinuba and receipts are increasing. Straight cars of casabas and Turkish melons will be brought in this week. In discussing the qualities of the latter fruit, T. Pearson said:

"The only difference between an ice-cold Turkish melon, eaten just at the right time and a first-class sherbet is that the sherbet is apt to be a little more watery. The quality of casabas as silk and sweet as honey. The reason that casabas and Turkish melons are not more popular is because the price is high. The quality of casabas is such that they are just ready to eat, and they can go beyond this stage for a long time. The quality of casabas is such that they are just ready to eat, and they can go beyond this stage for a long time.

OREGON HOP CROP ESTIMATES CUT

Dry Weather is Shortening the Yield in This State.

Hop dealers have reduced their estimates of the Oregon crop in a material degree. Instead of expecting a yield of 150,000 bales or more, they think the state will do well if it turns out 125,000 or 130,000 bales. Some of them estimate the crop still lower. It is the long spell of dry weather that is shortening the yield.

No business is being attempted in the market. The war has stopped all export operations in spot hops, and the future of the new crop market is too uncertain to encourage either buying or selling. The opinion is growing that the war may eventually have a favorable rather than adverse effect on local prices.

LOCAL POULTRY PRICES ARE SHADED

Demand is Lighter and Supplies Are More Than Sufficient.

The poultry market closed weak with prices lower all around, and some stock carried over. Hens sold at 13 1/2 to 14 cents. Springs and chickens at 13 1/2 to 14 cents. It was difficult to dispose of small ones. Ducks, geese and turkeys were not wanted.

Dressed medium fowls, 12 to 13 cents. The best brought 12 cents and good ones were worth 12 cents. The egg market was inclined to be slow. Prices were not changing. Butter supplies are steadily decreasing. City creamery prints are still going at former prices, but buyers are willing to pay more for cubes.

BANK CLEARINGS

Bank clearings of the Northwestern cities for the week ending August 1, 1914, are as follows: Portland, \$1,788,466; Seattle, \$1,788,466; Tacoma, \$1,788,466; Vancouver, \$1,788,466.

FEEL RISKS TAKEN

Chicago Wheat Traders Not Disposed to Operate.

MARKET HOLDING STEADY

Transactions Halted, Awaiting Outcome of Movement to Give Foreign-Built Ships American Registry—Corn Advance Sharp.

CHICAGO, Aug. 1.—Wheat transactions halted to a great extent today awaiting the outcome of a movement to give exports from the United States the protection of the American flag.

After relatively narrow changes the market closed steady, 3/4 cent lower for early deliveries and 1/4 cent up for the more deferred options. Corn finished at an advance of 1 1/2 cents above last night's close with a rise of 1/4 cent and provisions higher by 3/4 cent.

Wheat trading showed the effect of the market having safely got by the monthly settlement without having been distressed by a series of failures. There was plenty of evidence of an easier feeling, pit operations gradually increasing and price changes being no longer abnormal. Reports of Italy having decided to stand neutral formed the chief influence, and for a time there was a somewhat pronounced falling off in values.

Reports that foreign-built ships would be allowed to take American registry and that France, Germany, Austria and Italy would remove the import duties on wheat led to considerable buying. There was a disposition shown to leave few risks as possible open over Sunday.

Weather, not war, chiefly governed the corn market. The bullish character of the Oklahoma corn report giving the crop condition as 25 compared with 22 a year ago helped to sustain the advance, and so also did the prospect of a railroad strike West.

Scarcity of offers caused provisions to become notably firm. First transactions were up 2 1/2 to 3 1/2, and there was an additional rise later. Yesterday's closing prices as follows: Leading futures closed as follows: WHEAT, Sept. 1.10, 1.11, 1.12, 1.13, 1.14, 1.15, 1.16, 1.17, 1.18, 1.19, 1.20, 1.21, 1.22, 1.23, 1.24, 1.25, 1.26, 1.27, 1.28, 1.29, 1.30.

BEEF DEMAND BETTER

PRICES CLOSE HIGHER IN SPITE OF LARGER RECEIPTS.

Hogs Also Advance and More Cattle Readily Handled—Sheep Are Steady.

Trading was quiet at the stockyards, as buyers are waiting for a better market. Receipts were 72 cattle, 100 hogs and 20 sheep. Shippers were 100 hogs and 20 sheep. The market was quiet at the stockyards, as buyers are waiting for a better market.

Receipts for the week have been: Cattle, 157; hogs, 100; sheep, 20. The market was quiet at the stockyards, as buyers are waiting for a better market.

J.C. WILSON & CO.

STOCKS, BONDS, GRAIN AND COTTON. MEMBERS CHICAGO BOARD OF TRADE. CORRESPONDENTS OF LEAS & STRAIN, CHICAGO AND NEW YORK.

BONDS

CORPORATION AND MUNICIPAL. ROBERTSON & EWING, 207-N. Northwestern Bank Bldg.

ALASKA

Special one-way and round-trip rates. Steamship sails direct 3 P.M. WEDNESDAY, AUGUST 27. Few Reservations Left. San Francisco, Portland & Los Angeles. FRANK HOLLAM, Agent, 124 Third Street. A-5596, Main 28.

STEAMSHIP

Sails Direct from San Francisco, Los Angeles and San Diego. Monday, 2:30 P. M., August 3d. SAN FRANCISCO, PORTLAND & LOS ANGELES STEAMSHIP CO. FRANK HOLLAM, Agent, 124 Third St. A-5596, Main 28.

STEAMER GEORGIANA

Leaves Washington Street Dock at 7 A. M. Daily, except Friday, for Astoria and Way Landings. Returning, leaves Astoria at 1:45 P. M. Fare \$1.00 Each Way. Main 1422.

DAIRY AND COUNTRY PRODUCE.

Local Jobbing quotations: EGGS—Fresh Oregon ranch, case count, 23 1/2; hatched, 22 1/2; 25 1/2 per dozen. POULTRY—Hens, 13 1/2; 14; 15; 16; 17; 18; 19; 20; 21; 22; 23; 24; 25; 26; 27; 28; 29; 30; 31; 32; 33; 34; 35; 36; 37; 38; 39; 40; 41; 42; 43; 44; 45; 46; 47; 48; 49; 50; 51; 52; 53; 54; 55; 56; 57; 58; 59; 60; 61; 62; 63; 64; 65; 66; 67; 68; 69; 70; 71; 72; 73; 74; 75; 76; 77; 78; 79; 80; 81; 82; 83; 84; 85; 86; 87; 88; 89; 90; 91; 92; 93; 94; 95; 96; 97; 98; 99; 100.

STAPLE GROCERIES.

Local jobbing quotations: RICE—No. 1, 10 1/2; No. 2, 9 1/2; No. 3, 8 1/2; No. 4, 7 1/2; No. 5, 6 1/2; No. 6, 5 1/2; No. 7, 4 1/2; No. 8, 3 1/2; No. 9, 2 1/2; No. 10, 1 1/2; No. 11, 1/2; No. 12, 1/4; No. 13, 1/8; No. 14, 1/16; No. 15, 1/32; No. 16, 1/64; No. 17, 1/128; No. 18, 1/256; No. 19, 1/512; No. 20, 1/1024; No. 21, 1/2048; No. 22, 1/4096; No. 23, 1/8192; No. 24, 1/16384; No. 25, 1/32768; No. 26, 1/65536; No. 27, 1/131072; No. 28, 1/262144; No. 29, 1/524288; No. 30, 1/1048576; No. 31, 1/2097152; No. 32, 1/4194304; No. 33, 1/8388608; No. 34, 1/16777216; No. 35, 1/33554432; No. 36, 1/67108864; No. 37, 1/134217728; No. 38, 1/268435456; No. 39, 1/536870912; No. 40, 1/1073741824; No. 41, 1/2147483648; No. 42, 1/4294967296; No. 43, 1/8589934592; No. 44, 1/17179869184; No. 45, 1/34359738368; No. 46, 1/68719476736; No. 47, 1/137438953472; No. 48, 1/274877906944; No. 49, 1/549755813888; No. 50, 1/1099511627776; No. 51, 1/2199023255552; No. 52, 1/4398046511104; No. 53, 1/8796093022208; No. 54, 1/17592186444416; No. 55, 1/35184372888832; No. 56, 1/70368745777664; No. 57, 1/140737491555296; No. 58, 1/281474983110592; No. 59, 1/562949966221184; No. 60, 1/1125899932442368; No. 61, 1/2251799864884736; No. 62, 1/4503599729769472; No. 63, 1/9007199459538944; No. 64, 1/18014398919077888; No. 65, 1/36028797838155776; No. 66, 1/72057595676311552; No. 67, 1/144115191352623104; No. 68, 1/288230382705246208; No. 69, 1/576460765410492416; No. 70, 1/1152921530820984832; No. 71, 1/2305843061641969664; No. 72, 1/4611686123283939328; No. 73, 1/9223372246567878656; No. 74, 1/184467444931375731136; No. 75, 1/368934889862751462272; No. 76, 1/737869779725502924544; No. 77, 1/1475739559451005849088; No. 78, 1/29514791189020116981776; No. 79, 1/59029582378040233963552; No. 80, 1/118059164756080467927104; No. 81, 1/236118329512160935854208; No. 82, 1/472236659024321871708416; No. 83, 1/944473318048643743416832; No. 84, 1/1888946376097287486833664; No. 85, 1/3777892752194574973667328; No. 86, 1/755578550438914994733456; No. 87, 1/1511157100877929989466912; No. 88, 1/3022314217555859978933824; No. 89, 1/6044628435111719957867648; No. 90, 1/12089256870223439915735296; No. 91, 1/24178513740446879831470592; No. 92, 1/48357027480893759662941184; No. 93, 1/96714054961787519325882368; No. 94, 1/193428109923575196517745728; No. 95, 1/38685621984715039303549456; No. 96, 1/77371243969430078607098912; No. 97, 1/154742487938860157214197824; No. 98, 1/309484975877720314428395648; No. 99, 1/618969951755440628856791296; No. 100, 1/123793990351088125771358272.

HOPE, WOOL, HIDE, ETC.

HOPE—1913 crop, 120,000; 1914 contract, nominal. DRY—Dry, 120; dry short wool, 80; dry shorn, 100; green shorn, 150; 160; 170; 180; 190; 200; 210; 220; 230; 240; 250; 260; 270; 280; 290; 300; 310; 320; 330; 340; 350; 360; 370; 380; 390; 400; 410; 420; 430; 440; 450; 460; 470; 480; 490; 500; 510; 520; 530; 540; 550; 560; 570; 580; 590; 600; 610; 620; 630; 640; 650; 660; 670; 680; 690; 700; 710; 720; 730; 740; 750; 760; 770; 780; 790; 800; 810; 820; 830; 840; 850; 860; 870; 880; 890; 900; 910; 920; 930; 940; 950; 960; 970; 980; 990; 1000.

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