

NEW PROHIBITS TOWING OF CANOEISTS

Harbor Police to Co-operate
in Preventing Accidents.

ORDINANCE IS IN EFFECT

Aid Promised Federal Officials in
Enforcement of Regulations.
Wartime Rules Repealed.

Portland harbor police will co-operate with federal officials in enforcing regulations for the prevention of accidents on the river, according to the terms of an ordinance passed by the city council Friday. This ordinance carries an emergency clause, and so went into effect immediately upon its passage, although as yet no instructions have been received by the police.

With the exception of two new provisions, the ordinance repeats the wording of the rules and regulations for inland waters of the Atlantic and Pacific enacted by congress in 1910.

The new provisions are that henceforth it is unlawful for any motorboat to tow a canoe, and that no motorboat is to be operated by any person, and that every canoe or other boat propelled by muscular power must show between sunset and sunrise a white light 12 inches above the deck, which shall be visible all around the horizon.

Canoe Towing Prohibited.
Heretofore small pleasure craft have been required only to have a light aboard, and as a rule, the light was placed as far down as the bottom of the boat as possible.

Motorboats towing long strings of canoes have been the cause of many accidents on the river of a Sunday night and although no accidents have resulted from this practice as yet, the authorities have in this case decided to prevent fatalities.

Another feature of the new city ordinance is that it makes violation of the harbor rules in regard to pleasure craft punishable in municipal court by a fine of not more than \$500 or imprisonment for a term of not to exceed six months, or both such fine and imprisonment.

War-Time Measures Repealed.
Heretofore all persons arrested for violation of the river rules will be booked at police headquarters in the same manner as traffic violators on land.

Before the enactment of this ordinance, the enforcement of harbor regulations was entirely in the hands of the collector of customs and his deputies and violators arrested by the harbor police had to be turned over to the federal authorities for prosecution in federal court.

The new ordinance also repeals a former enactment providing a number of war-time measures which became obsolete with the restoration of peace conditions.

WAGE CLAIMS ARE SUED FOR

Employees of Pacific Marine Iron
Works Seek Retroactive Awards.

Sixty causes of action with claims totaling more than \$100,000 are contained in a suit filed in the circuit court yesterday by Albert Jacobson, Ed M. Dennison and H. G. Huber against the Pacific Marine Iron Works seeking to collect wage claims represented by the increase made retroactive by the Macy award between August 1, 1918, and November 15, 1918.

The plaintiffs are a committee named by employees of the shipbuilding concern to enforce payment of their claims under the Macy award. The claims were presented to the emergency relief corporation, but were turned down on the ground that the Pacific Marine Iron Works was a sub-contracting corporation.

MARINE RAILWAY SHUT DOWN

Workmen Employed on Astoria Road
Demand Wage Rise.

ASTORIA, Ore., Aug. 23.—(Special.)—Work on the construction of the Astoria Marine railway was closed down today as the result of a strike of the workmen for an increase in wages to \$1 an hour. The men have been working under the Macy award, which is effective until October 1, and provides \$4.40 a day for carpenters and \$7 for plumbers.

The government is behind the project, the local company has no authority to advance the wages without first getting instructions from Washington, and the only alternative was to suspend work.

Captain Watts Takes the Waban.

Captain Charles A. Watts, who recently returned to Portland after taking the steamer Waban to New York, has been placed by Lieutenant Harold C. Jones of the sea service bureau as master of the steamer Waban, which will go to the coast in the Admiral Line. Captain Watts replaces Captain Richard Willowden, who has been transferred to the command of the steamer Wawona.

Marine Notes

The steamer Dyerstone shifted yesterday morning to the Peninsula mill to load. The steamer Dyerstone will go to Grays Harbor to begin loading.

The new wooden steamer Capitan, built by the Grays Harbor shipyard at Astoria, has been assigned to the Columbia Pacific Shipping company for operation and will be checked in at the port.

The steamer Durdania has been assigned to the Pacific Steamship company for operation. Her cargo of lumber has not been announced.

The steamer Medford will go to Waukena this afternoon to begin loading. The steamer Tiverton is expected to sail from Westport today, carrying lumber to San Francisco.

The steamer Umattilla should sail from St. Helens today.

Movements of Vessels.

PORTLAND, Aug. 23.—Sailed at noon—Steamer Rose City for San Francisco. Arrived at midnight—Steamer W. P. Herrin, from Grays Harbor. Sailed at 5:30 A. M.—Steamer Daisy Putnam, for San Francisco. Arrived at noon and left at 1:30 P. M.—Steamer W. P. Herrin, from Grays Harbor. Left at 2:15 P. M.—U. S. S. training ship Iris, from San Francisco.

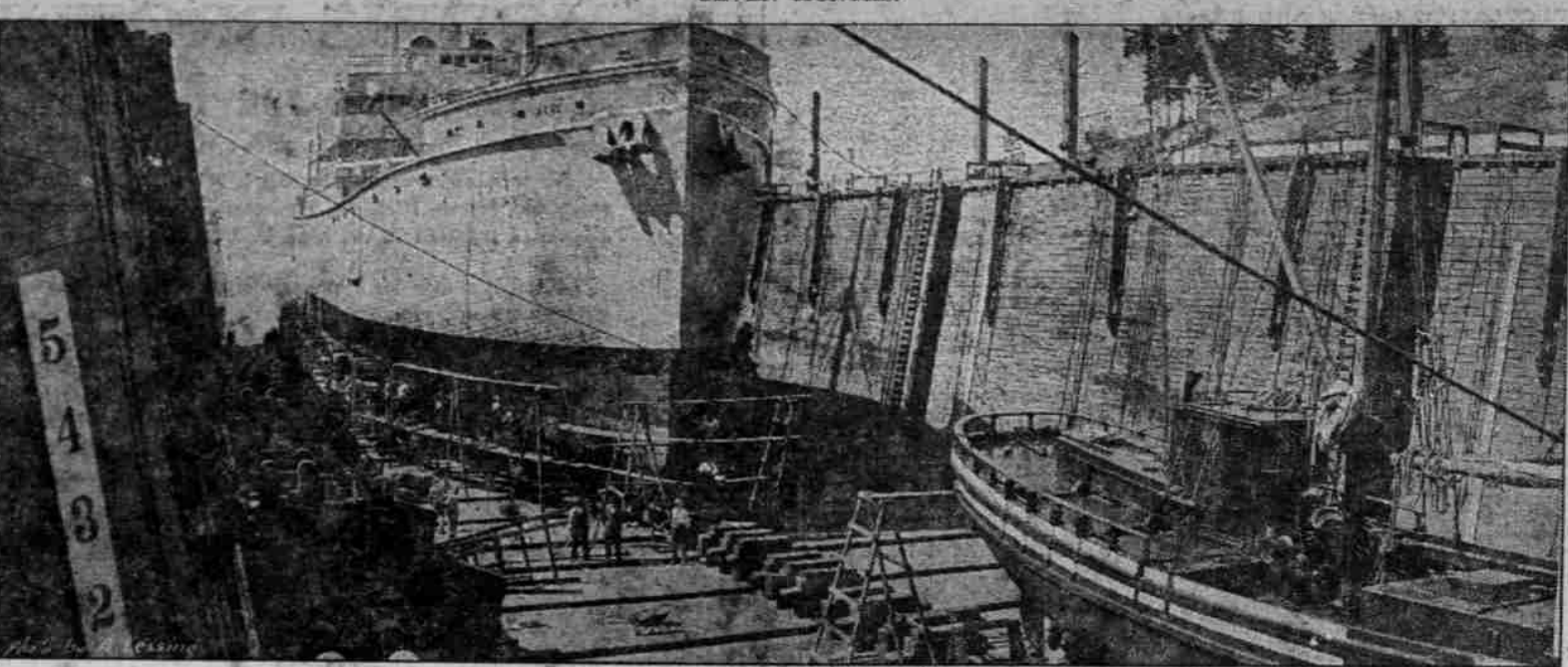
COOS BAY, Aug. 23.—Arrived at 10 A. M.—Steamer City of Topeka, from San Francisco via Eureka, for Portland.

CRISTOBAL, Aug. 23.—Sailed—Steamer Alken, from Grays Harbor via Columbia river, for Philadelphia.

SEATTLE, Wash., Aug. 23.—Arrived—Steamer Admiral Bessie from sea with last propeller blade, in tow steamer Queen. Mabel, from sea with air pipe broken; San Diego, from San Pedro, motor 300 Aps, from southeastern Alaska.

Sailed—Steamer Chicago Mar, for Hongkong; schooner Apex, for southeastern Alaska.

PORT OF PORTLAND DRYDOCK AT ST. JOHNS WHICH HAS CARED FOR 92 WOODEN VESSELS OF THE SHIPPING BOARD IN THE PAST SEVEN MONTHS.



The drydock now has a length of 465 feet over its five pontoons. A proposed addition of a sixth pontoon would make it capable of holding two standard wooden steamers at the same time.

If the Yeon building, Wells-Fargo building and Northwestern bank building were cut to the width of a steamship, they could be laid end to end in the bottom of the Port of Portland drydock. It is a sectional structure consisting of five pontoons, any one of which can be used independently of the others. All sections working together are capable of lifting a vessel 500 feet long, or 35 feet longer than the training ship Iris, which arrived in port last night, and will lift a dead weight of 10,000 tons. The drydock will care for the largest cargo carrier operating on the Pacific. Since January 1, 1919, it has housed 92 vessels and five scows, and has earned for the Port of Portland \$151,530.

BEANS ARE TOO CHEAP

CALIFORNIA SAID TO HAVE
ENORMOUS SUPPLY.

Particular Public Prefers Higher
Priced Food, Leaving Old
Standby on Shelf.

SAN FRANCISCO, Aug. 23.—California has 150,000,000 pounds of beans on her hands because the public insists on buying higher-priced foods, H. Clay Miller, former chief of the United States food administration, department of coordination of purchase in California, Oregon and Washington, announced here today.

"If the people would eat beans to the exclusion of fancy canned and other foods, they would decrease their living expenses and secure these beans at the cost of production," Miller said. "These beans are not being hoarded. There simply is no market for them because the public insists on higher-priced foods."

"Due to the war impetus there was an overproduction of beans in the world last year and the excess has been stored. The export call has not absorbed these storages and the beans are entirely without a market."

WASHINGTON, Aug. 23.—An amendment to the food-control act defining "hoard" as "to accumulate and store" was tentatively agreed upon today by the senate agricultural subcommittee appointed to consider the anti-profiteering amendments.

Federal district attorneys would be authorized to appoint fair-price committees and all prices in excess of those fixed by the committee would be regarded as unreasonable.

Pacific Coast Shipping Notes.

SEATTLE, Aug. 23.—(Special.)—On the steamer Waban, which was chartered by the government, former vice-president of the emergency relief corporation, in charge of the administration, arrived in Seattle last night. The steamer Waban was chartered by the government, and was in the service of the government.

On her hull, the steamer Waban, the government's six-hour endurance tests, the new 600-ton light steamship Elbridge, built by the government, was tested.

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