

001

CLADE

16

A. C. Strubbe Heads Oregon and Ocean Corporation.

OTHER WORK TO BE DONE

Company to Engage Also in Stevedoring, Ballasting, Towing, Lightering and Bunkering.

Organization of a new steamship operating company, to be known as the Oregon & Ocean corporation, was announced yesterday by A. C. Stubbs, president of the new concern. Other officers are Captain W. Z. Haskins, vice-president and general manager, and Captain Frank Sweet, vice-president and manager of the Astoria di-

The newly-formed corporation will act as steamship agent and operator, eustom-house and ship broker, and will also engage in stevedoring, ballasting, towing, lightering and ship bunkering. A. C. Stubbs was until his resigna-

tion a few months ago general man-ager of the Columbia-Pacific Shipping company. Captain Hasking has just resigned from the position of vicepresident and general manager of the Oregon Stevedoring company and is one of the two partners composing the Monarch Shipbuilding company, which completed the schooner Ecola from a shipping board wooden hull. He has commanded some 17 deep-sea vessels and is thoroughly conversant with maritime affairs.

Sweet in Charge at Astoria.

Frank Sweet, who will have charge ' the company's operations' at Aztoria, is harbormaster of Astoria a member of the state board of plot commissioners and is actively identi-fied with all marine activities in the lower river.

A Japanese steamer, the name of which has not been made public, has already been chartered by the Oregon & Ocean corporation, it was announced, and will be here about July 15 to load for the orient. Further charters and other developments of the company are expected to be announced within a few days.

In announcing the organization of his new company, Mr. Stubbs said yesterday:

"The press of Portland has on frequent occasions recently dwelt upon the desirability of a closer relationship between the ports of the Colum-bia and Willamette rivers. We have felt that the interests of the com-munity would best be served through close working relations between the various cities and ports of the Colum-bia, and having this in view we have extended the activities of the Oregon Ocean corporation to include As-

Strong Organization Is Alm. "It will be the policy of the Oregon & Ocean corporation to build up a strong organization, having in mind at all times building up of a perma-nent Columbia river business which will be fully controlled and its entire policy directed by local interests, that the needs of the community may be taken care of along lines that will best tend to develop strong and imbest tend to develop strong and im-portant shipping connections. "With a strong community spirit behind the corporation, which we ex-

pect to reciprocate for thorough, effilient and courteous service, we have no doubt that we will fully realize our

THE SUNDAY OREGONIAN, PORTLAND, JULY 4, 1920

<page-header><section-header><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> PORTLAND CHILDREN ENJOYING COOL SWIM IN PARK POOLS OPENED YESTERDAY. TYY

NONO

chant marine act.
 Competition Again Faced.
 Evidently Admiral Benson has given very little consideration to the fact that foreign and that the soundry and letters of credit opened at the avictous law is that the success realing the second point of the grant merchant marine was based on such a victous law is that the success and that the saccomplishment of letter of credit is to be made only upon the presentation of an export bill of fading imude by a foreign stramship line. It is also evident that Admiral Benson thas given very jitte consideration to the willingness of merchant in foreign nations which are solver and exporters in the United States are finding themselves again face to face with ever and exporters to place their ships at foreign operators to place their ships at foreign operators to place their ships at ports on the Guiff and Atlantic or on the Ganadian Pacific coast are dide and they could very easily continue to operate its which would obtain on freight more to our foreign trade and merchant marine. Does at they could very easily continue to operate its which would obtain on freight more to our foreign trade and merchant marine. Does at the differentiat rates which would obtain on freight more to our foreign trade and prosperity, and in an earnest desire to ace constructive policies of both. so vitally important to our prosperity and in an earnest desire to ace to ace to ace to ace to ace the or sets of both. so vitally important to our prosperity and in an earnest desire to ace to ace the oreign of the to ace constructive policies of the differentian and domestic

or carneal desire to see constructive policies relating thereto adopted by our government which result in the peace and prosperity it of the entire world, we protest against is section 28 and urge its repeal.

Canadian Pacific coast are idle and that mini-they could very easily continue to operate co-via United States Pacific coast ports, ab-sorbing the difference between differential nates which would obtain on freight mov-ing in American. bottoms and domestic release which would obtain on freight moving which in foreign bottoms. The present domestic of rate on steel from Pittsburg to Portiand is as \$25 a ton and the preferential export rate is \$12 a ton. The present export rate from Portland to Japan. China or Manila on aisel is \$11 a ton. It would, therefore, be necessary for a foreign vessel operating from United States Pacific coast ports to the orient to carry steel free and absorb ENGINES FOR BLAZER ON WAY

Twin Screw Power Boat May Be orient to carry steel free and abs addition \$2 a ton for the privilege Launched Middle of July.

PORT TOWNSEND, Wash. July 2.-(Special)—The steamer Cartona, in the service of the American Export company, salled this morning down the straits on her loaded test. She will return tonight to land the government inspectors and then proceed to Cuba with a cargo of lumber, she was built in Portland, being launched ant July. The United States destroyers 257 and 258 arrived today from San Francisco. They will remain until Tuesday, when they will shift to the navy yard at Bremer-ton. They will dock for cleaning. The schooner yacht Invader, owned by Captain John Barneson, of San Fran-cleco, passed in at Cape Flattery today in tow of the steamer Sisklyou. She proceed. ed to Victoria.

Marine Notes.

The steamer Haxtum of the European-Pacific line, which has been undergoing repairs to her condenser, is espected to depart late tonight or early tomorrow The steamer Bakersfield of the sam The steamer Bakersfield of the same tine, which is to take a full cargo of wheat to Europe, is scheduled to start loading Tuesday morning. She is now at the plant of the Albina Engine & Machine works, where she has been repsired. The schooser Oregon Fir, loading lum-ber for Australia, dropped down from the Feninsula mill to Westport at 7 o'clock last night to complete her cargo.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. unless herwise indicated.) TUG HERCULES, with log raft in tow, storia for San Diego, 150 miles from orth Mead

LAKE FLYNUS, 340 miles south of

LAKE FLYNUS, 240 miles south of Tatonsh, San Diego for Seattle. ERNEST M. MEYER, Everoit for San Pedro 300 miles north of San Francisco. TUG STORM KING, with drydock pon-toon in tow. Port Angeles for San Fran-elsco. 396 miles from San Francisco. CITY OF TOPEKA, Marshfield for Port-land, south of Columbia river at 6 P. M. IDAMO, Everett for San Pedro, 87 miles south of Tatoosh. JOHANNA SMITH, Coos Bay for San Francisco, 324 miles north of San Fran-cisco. By working full crews of longshoremen through the holidays, the Columbia-Pa-SCHLEY, San Francisco for Seattle, 200



burglaries that have occurred re-cently on the North Side.

Among the articles taken from his pockets was a note with the name of John Depisa on it. Depisa, who lived at 1117 Chatham street, recently was held to the grand jury by Judge Gra-ham in \$20.000 bonds on a robbery

charge. Torina is thought to have He is said also to have been a part wher of the Belvidere cafe at \$38

North Clark street.

Two dollars in cash and some

Mexican coins, were also found on

his person.

One of the men held by the police s John Cilano, owner of the Cly-

is John Cliano, owner of the Ciy-bourne Inn. He was not there at the time of the shooting, but the police believe he may be able to throw some light on the murder motive.

Adding of the little fellows, clothed only in nature's gard.
J. G. Brown is the swiinming in- around the shallow end of the pool.
J. G. Brown is the swiinming in- nature's gard.
W. H. Knapp, supervisor of city warmed the swim.
W. H. Knapp, supervisor of city playgrounds, announced the swim.
Mainlich S. a tok solution seen.
Attinuition DIRECT IMPORTS BENEFIT upper-Mrs. Elsie Centro, swimming instructor at the Sellwood park pool, telling the little girls how it is done. Lower-Three hundred boys dodging the hot weather at Peninsula park. Lower Freight Rate Balances Rise in Price of Bristles. search of their parents and police TWO POOLS ARE OPENED Both men had served in the navy Installation of direct steamship service between Portland and the orient has meant some profit and much expediency to many Portland industries, according to replies re-ceived by A. G. Clark, manager of the Associated Industries of Oregon to YOUNGSTERS FROLIC AT SELL-

 OUNDENTIFIES FROM

 WOOD, PENINSULA PARK.

 Boys and Girls of All Ages Enjoy Cool Swim While Rest of City Works With Heat.
 W. H. Knapp, supervisor of city Mapp, supervisor of city Selwood park the boys have the bool Wednesdays and Fridays from 12 to 8:30 P. M., and on Sundays from 13 to 8:30 to 7:30, the girls having the same hour, while the boys have the benefit of the four other days.
 Marina Benson points out that when, in the same hour, while the boys have the benefit of the four other days.
 Carrying passengers and freight. C. Mary M. Strents.

 Both pools were opened yesterday.
 Mary M. Friday and boys have the benefit of the four other days.
 Mary M. Friday and boys have the benefit of the four other days.
 Mary M. Friday and boys have the benefit of the four other days.
 Mary Associated Industries of Oregon, to a circular letter sent out to manufac-turing concerns of this city. A striking example of the effect of trips between Hoquiam and Queets, carrying passengers and freight. Cap-tain A. L. Green, former commander of the power boat Phoenix, was today appointed skipper of the Blazer. Pacific Coast Shipping Notes. SEATTLE, Wash, July 3.—(Special.)—, With a large number of officers and men of the United States navy taking mer <text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> A striking example of the effect of direct service is given in the reply of the American Brush Manufactur-ing company, which imports bristles from China. Though the imports of this company amount to only about one ton a month, the principle in-valved affects event bit of learning to the boys expect to return to the high

yesterday afternoon with a full cargo of wheat and flour for Europe. The total value of the cargo, which in-cluded 5600 tons of wheat for Strauss & Co. and 2000 tons of flour for the

corporation, was given as \$604.000 Several vessels, picked from the

trans-Pacific service out of San Fran-cisco and Puget sound, have been loaded here with cereals for the Atlantic and Europe, but the West Hartland is the first of the local fleet to be thus diverted because of the falling off of business with the orient.

WAWALONA HAS NEW CAPTAIN

Former Commander Goes to Kobe

for Admiral Line.

Captain K. P. T. Wood, former commander of the wooden steamer By-field, has been appointed by the Paclfic Steamship company as master of the steamer Wawalona of the oriental service. Captain Erik G. Froberg. whose place Captain Wood takes, has been made port captain of the Ad-miral line at Kobe, Japan, and sur-veyor there for the American bureau of shipping.

The Wawalona will be lifted into the port drydock Tuesday morning for inspection and painting, and then will start loading for the orient.

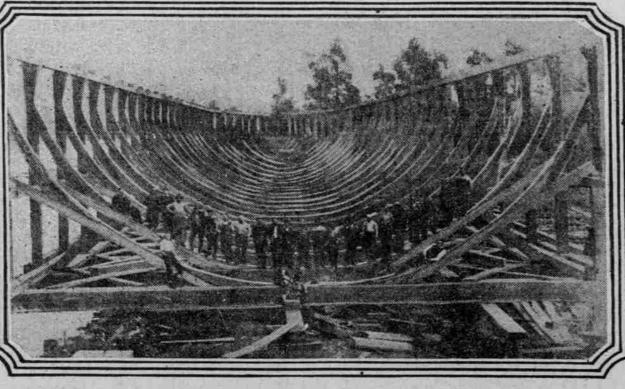
WANDERING BOYS BACK HOME

Mysterious Disappearance Solved

When Missing Men Return.

HOQUIAM, Wash., July 3.-(Spe-cial.)-Late last March Burch Blackmore, captain of the high school foot-ball team last fall, and William Heath. Hoquiam high school graduate. disappeared from home, and the

Log rafts containing from 5,000,000 to 6,000,000 feet of timber are built by the Benson Logging company, operat-This containing from 5,000,000 to 6,000,000 feet of this type, and are then fowed to San Diego to be cut into ling in the lower Columbia river, in cradies of this type, and are then fowed to San Diego to be cut into lumber. The first of these rafts to go out this summer is now on its way down the corst. The above view of the empty cradle was taken from the midship section. The eradle is 720 feet long and 55 feet wide through the middle section of 400 feet, tapering to a width of 10 feet at each end. Logs are placed in the cradie and bound securely with chains. The cotire structure is then launched in much the same manner as a ship. Similar cradles are used by the Hammond Lumber company in rafting piling to be towed to San Francisco.



July 25

Port Calendar.

To Arrive at Portland.

Te Arrive at Portland, Vessel— From— Str. City of Topeka. San Fran. Str. Biver Shell. San Fran. Str. Silver Shell. San Fran. Str. Silver Shell. San Fran. Str. Cellio. San Fran. Str. Cellio. San Fran. Str. Waban. Orient U. S. South Bend. San Fran. Str. West Keats. China Str. West Keats. China Str. West Keats. Galveston Str. Leastern Ocean. Seattle Str. Pomona. San Fran.

To Depart From Portland.

To Depart From Date Vessel— Prom— Date Str. Oregon Grays Harbor, July 4 Str. West Selene N Y. f. o. July 5 Str. Hartum Europe July 5 Str. Hartum Europe July 5 Str. Bearport England July 6 Str. Bearport China July 6 Str. Coaret Orient July 10

Berth-.Alb. En. & Mac. Wks. .Alb. En. & Mac. Wks. .Montgomery dock. .Kalama. .St. Helens. .St. Johns mill. .Astoria. .Hanmond mill.

Astoria. Hammond mill. American Can dock. Willbridge. Albers dock No. 3. Peninsula mill.

Astoria. Terminal No. 1. Terminal No. 4. Inman-Poulsen mill.

Irving dock. Terminal No. 1.

Vessels in Port,

Vessel-M S. Avance. Str. Bukersfield.... Str. Coaxet.... Str. Coaxet.... Str. Daisy Putnam.

Sch. Ecola Str. Hayden Bkt K. G. Pederson, Bkt. Kath. Mackall, Str. Haxtum. Str. Oregon Fir.

Quillwark... The Angeles. Wawalona... West Hesselt

West Wind.

Trade Diversion Feared. Insofar as the diversion of business to Vancouver, B. C. is concerned, we find it rather difficult to dismiss this question as easily as Admiral Benson does. I am unaware of any law of our country or rul-ing of the interstate commerce commission which does or can be made to prevent shipments of merchandlise or other com-medilities being consigned to any individual TACOMA, Wash., July 3.—Arrived—Af-rica Maru, from Yokohama. Salled—Diah-lo, for New York; Quadra, for Vancou-ver, B. C.

modities being consigned to any individual to or company in a nearby Canadian city, PORTLAND, July 3 -- Salled at 4 P. M.

-Steamer West Hartland, for United Kingdom, for orders; at 10 A. M.-Steam-er Rose City, for San Francisco,

a with nitrates.
a with nitrates.
a the nitrates.
TACOMA, Wash., July 3.—(Special.)— The Africa Maru. of the Osaka Shosen r Katsha, was the only offshore arrival here today. The Africa has a 5000-ton cargo of general treight for the United States. The steamer experienced a fair passage across the Pacific this voyage. She will be in port about ten days.
The Admiral Schley will be due from San Fracisco Sunday night or Monday morning. The steamer has about 700 tons of freight here to load.
The Northland, of Labors line, is expected here Monday or Tuesday from San Francisco with California freight for local firms.
The Diable, operated by the Pacific Steamship company, sailed this morning hound for Europe. The steamer carfied 9000 tons of wheat from here. The de-parture of the Diable clears up the wheat vessels here for the present.
Business along the waterfront at Ta-coma will be closed Monday, seconding to longshoremen, who plan to take a va-cation and celebrate the Fourth. It is probable that the only vessel working will be the Admiral Schley.
GRATS HARBOR, Wash., July 3.—(Spe-ASTORIA. July 3.—Arrived down at 5 A. M.—Schooner Oregon Pine. Sailed at 7 A. M. and returned at 11:40 A. M.— Staemer Manzanita, from sea. Arrived at 9:35 A. M.—Steamer Hayden, from San Francisco. Arrived at 11:20 A. M.— Steamer Quillwark, from San Francisco. Sailed at 3 P. M.—Steamer Rose City, for San Francisco. SAN FRANCISCO, July 3 .- Salled at 2

PORT SAN LUIS, July 3 .- Arrived Steamer West Elcajon, from Portland, for Shited Kingdom. COOS BAY, July 3 -Sailed at 10 A. M. Steamer City of Topeka, for Portland.

GRATS HARBOR, Wash., July 3 - (Spe-cial.) - The United States torpedo hoa destroyers John Francis Burnes and Babdestroyers John Francis Burnes and Bab-bit, moored this afternoon at the Ander-son and Middleton dock, and will be open for inspection by the public this afternoon. The John Francis Burnes is commanded by Frank N. Eklund, the Babblit by Lleu-tenant-Commander S. L. Henderson. No arrivals or departures of merchant vessels today. Ships in port tonight are the steamer Carmel and the schooner Fred J. Wood. The auxiliary schooner Forest King, of

Columbia River Bar Report.

The stramer Carmet and the schooner Fred J. Wood. The auxiliary schooner Forest King, of the Forest line, with headquarters here is expected to be ready for cargo within a week. Installation of her engines is well along. ASTORIA, Or., July 3.—(Special.)—The schooner Oregon Pine, with a cargo of harbor at 5:30 this morofug. She will sail tomorrow for Melbourne, Australia. The stram schooner Halco finished load. Ing-lumber at the Hammond mill this eve.

SCHLEY, San Francisco for Seattle, 200 niles from Seattle. EVERETT, San Francisco for Portland, 5 miles south of Columbia river. LYMAN STEWART, Port San Luis for Cancouver, 259 miles from Vancouver. ROSE CITY, Portland for San Francisco, 5 miles south of Columbia river. RARTWOOD, Grays Harbor for San Francisco, 48 miles south of Grays Harbor. FORT WAYNE, Portland for Port San atis, 20 miles south Point Arena 8 P. M., July 2.

QUEEN, Seattle for San Francisco, off
Punta Gorda, nooh, July 3.
ARTIGAS, Initude 40:17 north, longi-tude 125:33, westbound for San Francisco fram Westport, distance 298 miles, for last 24 hours, noon, July 3.
ATLAS, Richmond for Prince Rupert.
B. C. 130 miles from Richmond.
HYADES, San Francisco, for Seattle, 300 miles north San Francisco.
FRANK H. BUCK, Linnton for San Pedro, 417 miles from Linnton VICTORIA. Nome for Seattle, 737 miles west of Cape Flattery, S. P. M., July 2.

west of Cape Flattery, S P. M., July 2, CITY OF SPOKANE, Seattle for Yok hams, 769 miles from Seattle, S P. M.

hama, 760 miles from Seattle, 8 P. M., July 2 HORACE BAXTER, Eagle harbor for Vancouver, 30 miles from Vancouver. RICHMOND, towing barge No. 95, San Pedro for Seattle, 40 miles from Seattle, DIABLO, Tacoma for United Kingdom, 45 miles from Seattle, CARTONA, 8 miles from Port Townsend returning from trial trip.

Tides at Astoria Sunday.

High. Low. 2:07 A. M....8.1 feet 9:08 A. M....0.0 feet 3:20 P. M....74 feet 9:19 P. M....3.0 feet M .- Steamer Silver Shell, for Portland; eamer Willamette, for San Pedro.

Sea swallows' eggs are a choice dish at Chinese banquets, but they are terribly expensive. A dish for a dinner party of a half dozen persons may ost as much as \$50.

\$125 cash and \$25 per month will

buy a Ford delivery car. It's in good

mechanical shape and has good tires all around.

Northwest Auto Co. Alder at 18th