

PHILIPPINES AGENCY
HERE'S PROPOSED

Portland Favored as Commercial Outlet.

DECISION SOON EXPECTED

Manager From San Francisco Is Strongly Impressed With City's Strategic Trade Position.

Establishment of a commercial agency of the government of the Philippines in Portland is contemplated, according to M. J. de la Rama, manager of such an agency recently established at San Francisco, who is just completing a tour of the west, in which he has investigated trade and harbor conditions.

The Philippine government, said Mr. de la Rama, experienced a great awakening only a year ago, and is now in the process of unprecedented commercial development.

"No definite action has been taken," said Mr. de la Rama, "in regard to the establishment of additional commercial agencies in the northwest, but a decision on this matter probably will be rendered within a year. I am strongly impressed with Portland's strategic position for handling a large share of the trade with the Philippines, and can assure you that when the times comes this port will receive due consideration."

"In the meantime, the agency at San Francisco will keep in touch with shippers, port officials and members of commerce in this section and will do all in its power to further the development of the island trade. The thriving business now doing in Portland with the Philippines, the manufacture of hemp into cordage here, and the immense inland traffic at Manila much lower than can be met in this country. With the completion of the readjustment now under way, however, he expects a large volume of wheat and flour to move from the Pacific northwest to the Philippines.

FOREIGN DEVELOPMENT SEEN

It is only a question of time, according to the commercial representative, until the great hardwood forests of the Philippines will be developed on a commercial scale, and Portland's position as a furniture manufacturing center will undoubtedly mean that a large amount of this hardwood will find its way here. At present, he said, the Philippine islands are being supplied with cereal products principally by Australia. The congestion of wheat in the Antipodes, with the proximity of Australia to the Philippines, he said, makes prices of cereals delivered at Manila much lower than can be met in this country. With the completion of the readjustment now under way, however, he expects a large volume of wheat and flour to move from the Pacific northwest to the Philippines.

RATE CLAUSE SUSPENDED

CHAIRMAN HOLDS UP ACT FOR THOROUGH INVESTIGATION.

Enforcement Will Be Begun After January 1; Foreign Companies Object to Phase of Law.

WASHINGTON, July 24.—Operation of the section of the new merchant marine act providing preferential rail rates on exports sent to seaboard for movement to American bottoms will be suspended until January 1, 1921, it was announced today at the shipping board.

Chairman Benson explained this interval would be necessary for an investigation of facts and intelligent application of the provisions of the act. This section is one of those to which foreign steamship companies have objected. Ultimately it is to be made the basis for diplomatic conversations between the American and other foreign governments.

DREDGE WORK TO BE PUSHED

Much Material for Columbia Is Already Fabricated.

Ten per cent of the steel for the new hull of the Port of Portland dredge Columbia has been fabricated and is ready to be put together. It was reported yesterday by James H. Polhemus, chief engineer and general manager for the port commission. The work of overhauling the Columbia's machinery and building a new steel hull for her is being done by the Queen Steel Construction company and the Pacific Marine Iron works. Under the terms of the contract the work is to be finished in April, with a bonus for earlier and a penalty for later delivery.

POMONA COMING TO LOAD

5000 Tons of General Freight to Be Taken On Here.

AVANCE IS NOW PARTHA

Vessel Chartered to Carry Lumber on Cuban Trip.

ship Parthia, now at Portland, had been chartered to carry lumber to Cuba caused some wonder in local maritime circles yesterday. No such vessel appears in official government lists of vessels or in maritime periodicals. The mystery was ended by the discovery that Parthia is the new name selected for their vessel by the Norwegian owners of the motorship Avance, which was launched in April, 1919, by the Columbia Engineering works and has been encountering one vicissitude after another since that time.

STEAMSHIP CLAIMS SETTLED

WASHINGTON, July 24.—Settlement of the claims of the Clyde Steamship company and the Mallory Steamship company, arising from federal operation, has been made by a lump sum payment to both companies totaling \$1,017,782, the railroad administration announced today.

COMBINATION CARRIER LAUNCHED

GLOUCESTER, N. J., July 24.—The 12,500 ton combination passenger and cargo carrier James Otis was launched yesterday at the Pussey and Jones shipyard today.

MOVEMENTS OF VESSELS

SAN FRANCISCO, July 24.—Arrived—Caspar, from Caspar; Chehalis, from Grays Harbor; Sailed—Ecuador, for Hongkong; Forest King, for Callao; Nile, for Hongkong; West Nile, for Seattle; Lyman Stewart, for Seattle; Daisy Freeman, for Portland; M. M. Neacum, from Brookings, at 8 A. M.; Elizabeth, for Bandon; Eastern Temple, for Seattle; Kiamath, for Seattle; Sailed—Governor, for San Pedro via San Diego; Cordova, for Anchorage; Broxton, for Melbourne.

SAN PEDRO, Cal., July 24.—(Special)—Arrived—Steamer from Grays Harbor, at 8 A. M.; Anne Hanley, from Willapa, at 6 A. M.; Katherine, from Eureka, at 5 P. M.; Cleone, from Pigeon Point, at 5 A. M.; Richmond, towing barge 10, from Port Wells, at 7 A. M.; Halico, from Astoria, at 4 A. M.

PORTLAND, July 24.—Arrived at 5 A. M.—Steamer Frank H. Buck, from San Francisco. Arrived at 6 A. M.—Motor schooner Burt, from Galveston. Arrived at 3 P. M.—Steamer Atlas, from Seattle. Arrived at 11 P. M.—Barge No. 93, from San Francisco. Arrived at 1 P. M.—U. S. destroyer Waters, from Brest via Seattle.

ASTORIA, July 24.—Sailed at 2:15 A. M.—Steamer W. F. Herrin, for San Francisco. Arrived at 4 and left at 5 A. M.—Barge No. 93, from San Francisco. Arrived at 4 A. M. and left at 1:30 P. M.—Barge No. 93, from San Francisco. Left at 8 A. M.—U. S. destroyer Waters, from Bremerton via Seattle. Sailed at 10 A. M.—Steamer Siam, from trial trip, and sailed for Seattle. Sailed at 4 A. M.—Steamer Santiam, from San Pedro.

SAN FRANCISCO, July 24.—Sailed at 11 P. M.—Steamer from Portland. Arrived at 11 P. M.—Steamer Oileum, from Portland.

SAN PEDRO, July 24.—Arrived at 11 A. M.—Steamer Multnomah, from Portland. Arrived at 10 A. M.—Steamer Haco, from Columbia river. Sailed 5 P. M.—Steamer Effingham, from Portland, for Alexandria.

COOS BAY, July 24.—Sailed at 8 A. M.—Steamer City of Topeka, for Portland, from San Francisco via Eureka.

KORPOL, July 24.—Sailed—Steamer Dewey, from Portland, for Dublin.

HONOLULU, July 23.—Arrived—Steamer Everett, from Portland.

BALBOA, July 22.—Arrived—Steamer West Highland, from Portland, for United Kingdom.

CRISTOBAL, July 23.—Sailed—Steamer Arizola, from Portland, for Boston. Sailed—Steamer West Seals, from Portland, for New York.

TACOMA, Wash., July 24.—Arrived—Steamer Rosie Mahoney, from San Francisco; schooner Linkum, from Alaska ports; Chilwick, from Columbia ports. Sailed—Steamer Rotarian, for San Francisco via Everett; Rosie Mahoney, for San Francisco via Seattle; Crown of Toledo, for Glasgow via Seattle.

SEASIDE, July 24.—Arrived: City of Spokane, from Seattle.

KOBE, July 18.—Sailed: Katori Maru, for Seattle.

YOKOHAMA, July 19.—Sailed: Maita, for Vancouver.

U. S. Naval Radio Reports.

All positions reported at 8 P. M. unless otherwise indicated.

CITIZENS BECOME
SULPHUR CENTER

Bulk Cargoes Have Just Been Brought to Portland.

TRIAL IS EXPERIMENT

Motorships From Gulf Discharging Big Loads on Pier No. 2, Terminal No. 4.

Portland will be the distributing point for the entire northwest for the Texas Gulf Sulphur company if the experiment now in progress proves successful, according to Fred Juenger, representative of the Texas Gulf Sulphur company, who is here watching the discharging of the motorships Cethana and Culbatta. The experiment consists of bringing sulphur in bulk from the Gulf of Mexico to Portland by water instead of by rail as has been the practice heretofore.

The motorship "Culbatta, bringing the second lot of bulk sulphur, arrived at municipal terminal No. 4 at 5 o'clock yesterday morning. The Cethana, which has been working her sulphur cargo for several days, is expected to finish Monday or Tuesday. The cargo of the Cethana was purchased by the Crown-William Paper company." Mr. Juenger said yesterday. "The Texas Gulf Sulphur company sent the Culbatta here to try out Portland as a distributing center. Half her cargo was sold here while the vessel was on her way from the Gulf."

"If, after the unloading of the Culbatta is finished, we find that the operation has been economical, we will make a regular thing of bringing sulphur in here this way. The paper mills here alone will require one such cargo every two months." The sulphur hoisted from the hold of the Cethana in ballast tubs, is now being dumped on pier No. 2, of terminal No. 4. From this open pier it is being loaded into box cars by improvised conveyors. For discharging the cargo of the Culbatta a large hopper with a movable spout is being erected on the pier. The sulphur will be dropped from ship's gear into this hopper and spouted automatically into cars, thus materially speeding car loading.

PACIFIC COAST SHIPPING NOTES.

SEATTLE, Wash., July 24.—(Special)—Because of a heavy southeast gale which resulted in heavy seas off Nome, the Alaska Steamship company's Bering sea liner Victoria, Captain Fred Warner, arrived at St. Michael first, according to advices received in Seattle today. The vessel usually makes Nome her first port of call in the north.

While bound from Seattle for Prince Rupert, B. C., the Grand Pacific cable company liner Prince George struck a rock in the narrow channel yesterday, according to advices received in Seattle today. The stern of the Prince George was damaged and the forepeak flooded. The vessel proceeded to Ocean Falls, B. C., and will go from that port to Prince Rupert for temporary repairs.

To load 2,000,000 feet of railroad ties for Great Britain, the new Green Star liner Argus will arrive on the sound Monday under the management of Struthers & Dixon. She will load part of the cargo at the Nettleton mill in Seattle and then shift to Bellingham to complete the load, one of the largest of railroad ties ever carried from the sound to the other side of the Atlantic. The Argus, another Green Star liner, will also carry 2,000,000 feet of railroad ties to Britain, taking her cargo from the Columbia river. Freight sound and north of the Columbia, she will bring loading on the Columbia next Tuesday, with Struthers & Dixon as managers.

With a full cargo of freight, the steamer Duham, operated by Duhambers and operated by the Duhambers, which arrived here Tuesday night, finished discharging Tacoma cargo from San Francisco and sailed for California via Seattle.

President Alexander has been in favor of this as a small shipping matter, received the word that the bill has been held up by foreign steamship operators out of here.

That George R. Lovelace, deck engineer of the steamer Effingham, had committed suicide at sea and reported upon the arrival of the steamer at Seattle. Pedro was received with interest by local marine men. Lovelace's death has been employed on the Todd company for some time and formerly was superintendent of the ship at Seattle.

COOS BAY, Or., July 24.—(Special)—The steamer City of Topeka, called for Portland this morning at 7:15. The steamer, which was loaded with lumber, arrived last night from San Francisco at 7:35 and discharged her freight at 11:30. She is now loading lumber at the North Bend Mill & Lumber company dock.

MARINE NOTES.

The five-masted schooner Ecola, laden with lumber for Australia, went down through the bridges yesterday to the Mercury dock. It is expected to put to sea in a few days.

The tank steamer Frank H. Buck and Atlas arrived yesterday afternoon from California. Barge No. 93, of the Standard Oil company, which was towed up to Astoria by the Atlas, steamed up on Astoria at 1 o'clock yesterday afternoon and should reach her dock by 1 o'clock this morning.

The Japanese steamer Kongosan Maru will be due today from Puget sound to load lumber here. The steamer Tomura Maru, on the same mission, will be due at the same time from the Puget sound Monday.

The steamer Wawaloona of the Admiral line is expected to finish loading this evening and to go to the Union Oil company's dock for fuel tonight. She will leave for the Orient at noon Monday.

spot schools of fish. Work done by an airplane for one cannery showed such excellent results that the practice was adopted for all, with the cost divided among the canneries. The plane would fly over the ocean and keep to sight of the fishing fleet, would scout ahead and in the wide, and when sighting a school of albacore would turn and inform the skippers of the fleet through notes.

The International Mercantile Marine will resume the operation of steamers between the Atlantic coast and New York. An announcement was made here today by a representative of the company. Before the war intercepting marine traffic this company operated the Koonland and Finland submarines and New York.

Four submarines arrived here this morning en route to Honolulu. They were of the E type. They will remain a few days for fuel and minor repairs before starting on the journey to Pearl Harbor. More steamers will touch here than ever before, according to statements of company officials.

Several hundred travelers and something like 10,000 tons of general cargo are being discharged by the China Mail liner Nile and the Pacific Mail liner Ecuador, which will arrive at Seattle this afternoon via Honolulu.

The new freighter Forest King, lumber steamer, built for the Forest King line here today to exchange skippers and take a supply of fuel. Captain Rustad, of the Forest King, will be in charge. The steamer from Seattle to Seattle was relieved by Captain Gustaf, of the Forest King, at Seattle today.

The new tanker Durango, Captain Gilchrist, left today for San Pedro via Seattle for the General Petroleum company.

PORT TOWNSEND, Wash., July 24.—(Special)—Twenty days from Seattle, the Japanese steamer Mikasa Maru, in the service of James Griffith & Sons, passed here today. It is expected to be expected here tonight for quarantine inspection.

Carrying general cargo and a number of men, the steamer Cordova sailed today for Seattle. The steamer is expected to work on the Alaska railroad.

The congressional committee now on the Pacific coast investigating the influx to this country of Japanese and Asiatics, has issued a report. It is expected to be issued here tonight for quarantine inspection.

The steamer Victoria has arrived at St. Michael, where she will discharge her freight and be expected to go to Nome first. She received wireless news at St. Michael on account of the coast in the vicinity of Nome being storm-seep. The letter carried away makes it hazardous to land freight at that point. As soon as the coast is clear, the steamer is expected to go to Nome to take on passengers coming south.

Officers of the Seattle North Pacific Shipbuilding company have taken steps to have the steamer Victoria, which is owned by J. J. Moore & Co., taken over by the company. A writ has been issued by Judge Calvin B. Hall of the King county superior court, ordering the steamer to be placed July 28 to show cause why a receiver should not be appointed to take over the ship. The creditors assert that the company is reducing its capital stock to avoid payment of claims.

The ship W. T. Lewis probably will get away for Seattle today. The cargo of lumber for Capetown. After remaining here 10 days, she has secured a crew, with the exception of two men. It is expected that they will be sent from up sound tomorrow, when she will proceed to Capetown.

Under charter to J. J. Moore & Co., at San Francisco, the big wooden steamer Snoqualmie is loading more than 2,000,000 feet of narrow gauge lumber at Seattle today. The Snoqualmie is the largest wooden steamer afloat. She is a Puget Sound steamer, and is owned by the United States shipping board. She was sold some weeks ago to the National Company of New York, together with four other wooden vessels.

TACOMA, Wash., July 24.—(Special)—It was thought that the Red Hook, built here by the Todd Drydock & Construction corporation on their own account, would be ready for a trial run today, while some of the details of the ship were being worked out. However, the trial will not be held until next week.

The Crown of Toledo, with 2000 tons of Tacoma lumber, left sound and north today on her way to Liverpool. This is the second of the vessels of the Hawaiian line to come here in the past two weeks.

The Red Hook, which arrived here Tuesday night, finished discharging Tacoma cargo from San Francisco and sailed for California via Seattle.

President Alexander has been in favor of this as a small shipping matter, received the word that the bill has been held up by foreign steamship operators out of here.

That George R. Lovelace, deck engineer of the steamer Effingham, had committed suicide at sea and reported upon the arrival of the steamer at Seattle. Pedro was received with interest by local marine men. Lovelace's death has been employed on the Todd company for some time and formerly was superintendent of the ship at Seattle.

COOS BAY, Or., July 24.—(Special)—The steamer City of Topeka, called for Portland this morning at 7:15. The steamer, which was loaded with lumber, arrived last night from San Francisco at 7:35 and discharged her freight at 11:30. She is now loading lumber at the North Bend Mill & Lumber company dock.

MARINE NOTES.

The five-masted schooner Ecola, laden with lumber for Australia, went down through the bridges yesterday to the Mercury dock. It is expected to put to sea in a few days.

The tank steamer Frank H. Buck and Atlas arrived yesterday afternoon from California. Barge No. 93, of the Standard Oil company, which was towed up to Astoria by the Atlas, steamed up on Astoria at 1 o'clock yesterday afternoon and should reach her dock by 1 o'clock this morning.

The Japanese steamer Kongosan Maru will be due today from Puget sound to load lumber here. The steamer Tomura Maru, on the same mission, will be due at the same time from the Puget sound Monday.

The steamer Wawaloona of the Admiral line is expected to finish loading this evening and to go to the Union Oil company's dock for fuel tonight. She will leave for the Orient at noon Monday.

POINT LOBOS LOADS
FOR SOUTH AMERICA

Baltimore - San Francisco Craft to Carry Lumber.

2,000,000 FEET IN CARGO

Green Star Steamer Argus Now Taking On Ties for United Kingdom.

The steamer Point Lobos, built in 1918 by the Albina Engineering Machine works of this city, will load lumber in the Columbia river the latter part of August for the west coast of South America. It was announced yesterday by the Douglas Fir Exploitation & Export company, who will supply her cargo.

The Point Lobos has been operating in the Baltimore-San Francisco service of the Pacific Mail Steamship company and has been chartered by W. R. Grace & Co. for the voyage from the Columbia river to the South American west coast. It is estimated that she will carry about 2,000,000 feet of lumber.

ARGUS LOADING TIES

The Green Star steamer Argus is now loading a cargo of ties for the United Kingdom supplied by this company. She finished her Columbia river allotment of ties at Westport last night and will leave for Puget sound early this morning to complete her cargo. The towboat Portland left down at 10 o'clock last night to take the Argus from Westport into the main channel of the Columbia.

Other vessels soon to be supplied with lumber cargoes by the Douglas Fir Exploitation & Export company are the steamers Antinous, Tomura Maru and Egeria, and the motorship Cethana. A deckload of lumber for the Egeria, which will be taken by the Egeria steamer Mount Etna, which is coming to the Columbia river next month in the service of the Societe Generale de Transports Maritimes, was represented by Norton, Lilly & Co.

THREE SIGNED FOR LUMBER

The Antinous will start loading Wednesday morning at Westport. Taking a part cargo of ties there for the United Kingdom and finishing on the sound. The Tomura Maru will be at the mouth of the Columbia river at daylight Monday and will start loading lumber for Shanghai Tuesday morning at the Westport Lumber company's mill. The Egeria, being completed as a steam schooner from a shipping board wooden hull, will be at the Coast Shipbuilding company's yard during August and will load lumber for Australia, under charter to J. J. Moore & Co.

The motorship Cethana, now discharging a cargo of sulphur from the British steamer Mount Etna, west coast of South America after drydocking.

Officers of the Seattle North Pacific Shipbuilding company have taken steps to have the steamer Victoria, which is owned by J. J. Moore & Co., taken over by the company. A writ has been issued by Judge Calvin B. Hall of the King county superior court, ordering the steamer to be placed July 28 to show cause why a receiver should not be appointed to take over the ship. The creditors assert that the company is reducing its capital stock to avoid payment of claims.

The ship W. T. Lewis probably will get away for Seattle today. The cargo of lumber for Capetown. After remaining here 10 days, she has secured a crew, with the exception of two men. It is expected that they will be sent from up sound tomorrow, when she will proceed to Capetown.

Under charter to J. J. Moore & Co., at San Francisco, the big wooden steamer Snoqualmie is loading more than 2,000,000 feet of narrow gauge lumber at Seattle today. The Snoqualmie is the largest wooden steamer afloat. She is a Puget Sound steamer, and is owned by the United States shipping board. She was sold some weeks ago to the National Company of New York, together with four other wooden vessels.

TACOMA, Wash., July 24.—(Special)—It was thought that the Red Hook, built here by the Todd Drydock & Construction corporation on their own account, would be ready for a trial run today, while some of the details of the ship were being worked out. However, the trial will not be held until next week.

The Crown of Toledo, with 2000 tons of Tacoma lumber, left sound and north today on her way to Liverpool. This is the second of the vessels of the Hawaiian line to come here in the past two weeks.

The Red Hook, which arrived here Tuesday night, finished discharging Tacoma cargo from San Francisco and sailed for California via Seattle.

President Alexander has been in favor of this as a small shipping matter, received the word that the bill has been held up by foreign steamship operators out of here.

That George R. Lovelace, deck engineer of the steamer Effingham, had committed suicide at sea and reported upon the arrival of the steamer at Seattle. Pedro was received with interest by local marine men. Lovelace's death has been employed on the Todd company for some time and formerly was superintendent of the ship at Seattle.

COOS BAY, Or., July 24.—(Special)—The steamer City of Topeka, called for Portland this morning at 7:15. The steamer, which was loaded with lumber, arrived last night from San Francisco at 7:35 and discharged her freight at 11:30. She is now loading lumber at the North Bend Mill & Lumber company dock.

MARINE NOTES.

The five-masted schooner Ecola, laden with lumber for Australia, went down through the bridges yesterday to the Mercury dock. It is expected to put to sea in a few days.

The tank steamer Frank H. Buck and Atlas arrived yesterday afternoon from California. Barge No. 93, of the Standard Oil company, which was towed up to Astoria by the Atlas, steamed up on Astoria at 1 o'clock yesterday afternoon and should reach her dock by 1 o'clock this morning.

The Japanese steamer Kongosan Maru will be due today from Puget sound to load lumber here. The steamer Tomura Maru, on the same mission, will be due at the same time from the Puget sound Monday.

The steamer Wawaloona of the Admiral line is expected to finish loading this evening and to go to the Union Oil company's dock for fuel tonight. She will leave for the Orient at noon Monday.



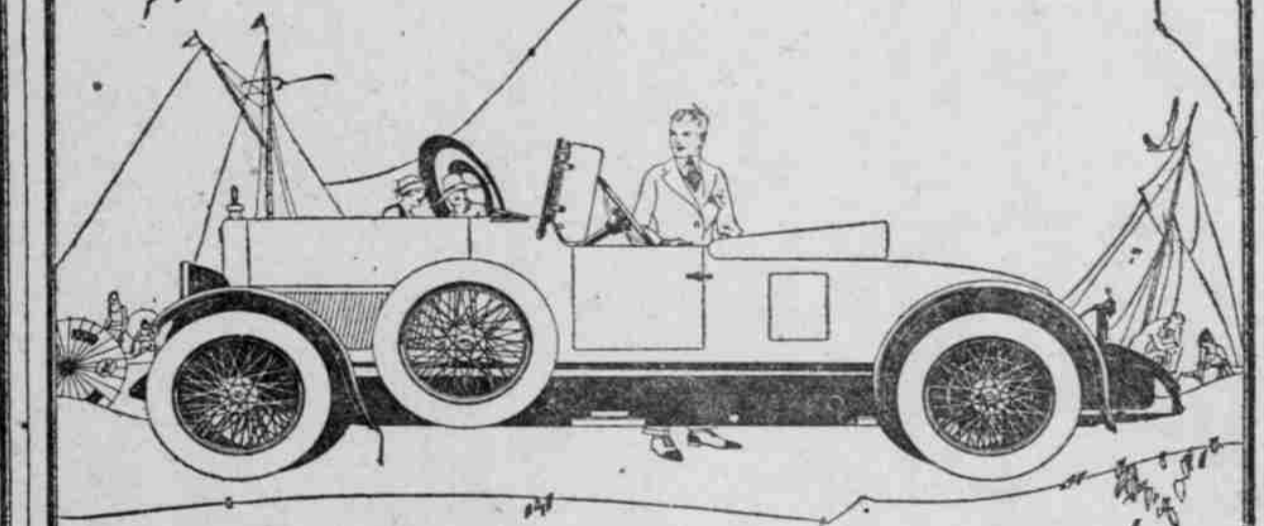
Keep Cool Keep Busy

Keep cool and you'll keep clear-headed. Keep clear-headed and you'll keep on the job. In home, office, shop or store, Westinghouse Electric Fans are an aid to clear heads and an assurance of cool comfort. Their steady blowing livens stuffy inside air and builds up mental and bodily vigor. Westinghouse Fans will run years without attention and hours for but one cent. You'll find them on sale wherever you see the Westinghouse name or trademark in the window.



GRAPE ON MAIDEN VOYAGE

LARGE FISHING VESSEL IS FIRST ABERDEEN-OWNED. Entry of Boat Into Salmon Industry Is Climax to Interesting Story of Achievement.



THE HAYNES SPECIAL SPEEDSTER

ANSWERING the demand for a swift, snappy production—a truly individual car that fulfills the wishes of those who desire a creation that embodies the vibrant spirit of youth, a car that fairly breathes life and vigor and confident class—comes the new series Haynes Special Speedster.

The long, low rakish lines; the deep, leather seat for the two passengers; the individual fenders and steps; the unique windshield and top ventilator; the speed-lines of the aluminum body—the low-slung chassis; the special compartments of the rear deck—the cord tires—all these give to the eye the promise which is more than realized when the car is swung into the roadway and given its head.

Production of the new series Haynes Special Speedster must perform be limited. The importance of making an immediate reservation is emphasized.

THE HAYNES AUTOMOBILE COMPANY KOKOMO, INDIANA U. S. A. Export Office: 1715 Broadway, New York City, U. S. A.

529-531 Washington St. Phone Broadway 1611



Go Bathing Today at Columbia Beach