PORTLAND'S EXPORT RECORD IS BROKEN

July Shipments Reach Sum of $8,033,099.

INCREASE IS 296 PER CENT

Seventeen Vessels During Month Dispatched to Many Off-Shore Ports.

All export records in the history of Portland were broken last month. The total valuation of all commodities sent to foreign ports during July, 1920, was $8,033,099. This figure represents a gain of 296 per cent over the same month of last year.

Of the total for the month just ended, wheat was responsible for $4,057,337, or more than half. Flour was next with a valuation of $2,504,794. Lumber exported during the month was valued at $585,907, and general merchandise at $285,061.

Amounts of the principal commodities exported last month were: Wheat, 1,698,357 bushels; flour, 237,257 barrels; lumber, 16,813,742 feet.

Fourteen steamships and three sailing vessels were dispatched to off-shore ports during the month. The names of these vessels, with their cargoes and destinations, were as follows:

To Europe, steamers West Wind, flour; Hayden, wheat; Quillwark, wheat; Yosemite, wheat; Sinasta, wheat; West Hartland, wheat and flour; West Selene, flour; Bearport, wheat; Haxtum, wheat.

To the orient, steamers Coaxet and Wawalona with lumber, flour and general cargo and steamers West Keats and West Hesseltine with lumber.

To Alexandria, Egypt, steamer Bakersfield with flour.

To Australia, schooners Oregon Pine and Oregon Fir with lumber.

To South Africa, schooner Columbia river with lumber.

Exports for July, 1919, amounted to $2,715,330. The principal items contributing to this total were: 167,756 barrels of flour, $1,819,446; 289,583 bushels of wheat, $635,728; 5,086,000 feet of lumber, $141,979 and 34,782 railroad ties, $36,521.

Imports for July, 1919, were valued at $220,871, of which burlap imported amounted to $81,000. Exact figures for the imports of the month just ended will be available about the end of August.

PORTLAND RANKS NINTH

5257 Men Enter Merchant Marine From This City.

Portland ranks ninth among maritime cities of the country for men placed in the American merchant marine by the sea service bureau of the shipping board, according to information received from Washington yesterday by Lieutenant Harold C. Jones, head of the local bureau.

The statement received yesterday covers the fiscal year from July 1, 1919, to June 30, 1920. During this year 160,863 Americans were given positions on merchant vessels through the sea service bureau. New York leads the list with a total of 38,991 men given positions. The number of men placed here was 5257.

Brokers Open Office Here.

J. T. Steeb & Co., shipping and custom-house brokers and freight forwarders, who have heretofore confined their activities to Seattle and Tacoma, opened an office yesterday in the Wilcox building. This firm has an extensive clientele among trans-Pacific shippers, particularly in the field of vegetable oils and tea. L. W. Hartman is in charge of the local office.

Marine Notes.

Beginning Monday afternoon, the river steamer Astorian, plying between this city and Astoria, will dock at the foot of Morrison street instead of at the Taylor street dock as heretofore, it was announced by her operators yesterday.

The steamer West Nivaria of the Columbia-Pacific Shipping company's north China line will dock at municipal terminal No. 1 today to begin discharging her cargo from the orient Monday morning. She stopped at Grays Harbor to load a portion of her cargo for the next outward voyage berore coming here with her inward freight.

Lifting of the cargo of the steamer Eastern Ocean was started yesterday afternoon at the North Bank dock. Because of wheat in her bilges, it was decided to transfer a portion of her wheat cargo from the lower hold to the tween-decks to permit an examination of the bilges. It is expected that the trouble will be rectified and the vessel on her way to Europe by Wednesday.

Because of the fuel oil shortage, the steamer Pomona of the European-Pacific line will take 300 more tons of tea than was originally intended. Operators of the vessel had planned to fill her deep tank with fuel oil, but when this oil could not be secured, it was decided yesterday to fill the tank with railroad tea.

The steamer Montague of the Admiral line will start loading for the orient Wednesday morning. She is now engaged in discharging coal brought from Japan as fuel and is being re-converted from a coal burner into an oil burner.

The first of five pontoons of the new 15,000-ton drydock which is being built for the commission of public docks by Robert McIntosh and William Cornfoot will be ready for launching the latter part of August, it was reported yesterday by Mr. McIntosh. Work on the drydock, which was held up by high water, is now progressing favorably.

The motorship Parthia, formerly the Avance, shifted yesterday from the Pacific Marine Iron works to the St. Johns Lumber company's dock to start loading Monday morning. The Parthia will carry lumber to Cuba.

New blades for the propeller of the steamer The Angeles arrived yesterday from San Francisco by express and were being fitted and cemented yesterday afternoon. The boat is expected to be ready for loading by Wednesday morning and will carry wheat to Europe.

Captain George Stoehr, master of the motorship Cethana, has been transferred to the command of the motorship Coolcha, now on Puget sound. Both vessels are owned by C. C. Chilberg. Captain Stoehr's place on the Cethana will be taken by Alfred Pedersen, who came here as her first officer, provided he survives the ordeal at San Francisco, where he is now trying for his master's papers.

The tank steamer William F. Herrin arrived from California with a cargo of gasoline at 8 o'clock last night.

Movements of Vessels.

PORTLAND, July 31.—Arrived at 8 P. M., steamer W. F. Herrin, from Gaviota.

ASTORIA, July 31.—Sailed at 6 last night, steamer Rose City, for San Francisco. Arrived down at midnight and sailed at 10 A. M., steamer Antinous, for United Kingdom via Puget sound; arrived at 6:03 and left up at 8 A. M., steamer W. F. Herrin, from Gaviota. Sailed at 11:45 A. M., steamer Oleum, for Port San Luis; sailed at 8 last night, steamer Shasta, for San Pedro.

SAN FRANCISCO, July 31.—Sailed at 9 last night, steamer Multnomah, for Portland. Arrived at 3 A. M., steamer Johan Poulsen, from Columbia river; arrived at noon, steamer Daisy, from Columbia river.

NEW YORK, July 31.—Arrived—West Beina, from Portland, Or.

SAN FRANCISCO, Cal., July 31.—Arrived—Steamers Horace X. Baxter, from Seattle; Johan Poulsen, from Astoria; Crown of Toledo, from Seattle; Daisy, from Columbia river; City of Para, from Havana.

TSURGUIA, July 26.—Arrived—Clan Monroe, from Victoria.

SAN PEDRO, Cal., July 31.—(Special.)—Arrived—Steamers Santa Barbara, from Eureka, 6 A. M.; Asuncion, from Huenemo, 8 A. M. Sailed—Vinita, for Singapore, 3 P. M.; Santiam, for Astoria, 5 P. M.

SEATTLE, Wash., July 31.—Arrived—La Touche, from Nome and St. Michaels; Lyman Stewart, from Port San Luis; Durango, from San Pedro; Eastern Leader, from Yokohama via San Francisco; J. A. Moffett, from San Francisco.

Departed—President, for San Pedro; Hawaii Maru, for Kobe and Yokohama; Eastern Importer, for Manila and East India; Rotarian, for Buenos Aires; Otho, for New York; Osmo, for Bethel, Alaska.

TACOMA, Wash., July 31.—Arrived—Steamers Alaska, from Alaska; Quadra, from Britannia Beach.

Sailed—Hawaii Maru, for Japan, Yokohama; Quadra, for Britannia Beach.

BOSTON, July 31.—Arrived—Gaelic Prince, from Victoria, B. C.

KOBE, July 25.—Arrived—Java Maru, from Seattle.

SYDNEY, N. S. W., July 31.—Arrived—Canadian Prospector, from Vancouver.

YOKOHAMA, July 27.—Sailed—Tajima Maru, for Seattle.

U. S. Naval Radio Reports.

All positions reported at 8 P. M. yesterday unless otherwise noted.

ADMIRAL NICHOLSON, Santa Barbara for San Francisco, 60 miles from Santa Barbara.

DEL ROSA, Los Angeles for Palta, 187 miles south of Los Angeles.

RICHCONCAL, from San Francisco, at Port San Luis.

CAPTAIN A. F. LUCAS, Port Los Angeles for San Pedro, 821 miles from San Pedro.

HARTWOOD, San Francisco for Grays Harbor, 190 miles south of Grays Harbor.

EARNEST H. MEYER, San Francisco for Grays Harbor, 90 miles south of Grays Harbor.

OLEUM, Portland for Oleum, 458 miles from Oleum.

ATLAS, Richmond for Portland, 180 miles from Richmond.

WAPAMA, San Francisco for Seattle, 140 miles north of San Francisco.

EL SEGUNDO, Richmond for Point Wells, 467 miles south of Point Wells.

AVALON, San Francisco for Raymond, 222 miles north of San Francisco.

ROSE CITY, Portland for San Francisco, 190 miles north of San Francisco.

HERCULES, Seattle for San Francisco, 184 miles north of San Francisco.

PORTER, Monterey for Everett, 507 miles from Monterey.

MULTNOMAH, Portland for San Francisco, 175 miles north of San Francisco.

BRITAIN BUILDS SHIPS AS AMERICA DOZES

Million Gross Tons Is Gain of United Kingdom.

WORLD PARES DOWN LEAD

America Is 1,472,000 Tons Behind England While Year Ago Nation Led by 1,350,000 Tons.

Although nearly a million and three quarters gross tons less of shipping are being built in the United States today than a year ago, the reduction in the world total under construction is less than 4 per cent, says a statement just issued by Lloyd's register of Shipping. Returns from all countries for the quarter ended July 1, show an aggregate of 7,720,000 tons under way, compared with 8,017,000 at this time last year.

The sharp decline in American building has been almost completely offset by gains made by practically all the other maritime countries. On July 1, 1920, there was under construction in the United Kingdom more than a million gross tons in excess of the July 1, 1919, figure, while all other countries embined, exclusive of the United States, showed an increase of over 400,000 tons. The American aggregate of 3,874,000 tons a year ago has now declined to 2,105,000 tons.

Britain Far in Lead.

Today, therefore, according to the returns, the United States is building 1,472,000 tons less than the United Kingdom, whereas, a year ago America led by 1,350,000 tons. At the same time the lead held by American shipyards over those of other countries, Great Britain excluded, has been pared down so rapidly that the American margin of 2,254,000 tons on July 1, 1919, has now been reduced to less than 70,000 tons. The rapidity of the shrinkage in shipbuilding in this country is indicated by the fact that almost up to the beginning of this year the United States was still leading the United Kingdom.

A notable feature of the returns from all countries is the indication that the United States is taking effective steps to remedy its shortage of larger sized vessels. The 366 steel steamers building in American yards represent an average per ship of 5609 gross tons, as against 4012 tons for the 388 British vessels and 2983 tons for the 655 building for the rest of the world. Rapid elimination of the wooden steamer from the American shipbuilding programme is shown in the report that only 29,000 tons of this class of vessels are now being built in this country. A year ago 420,000 tons were under construction here.

The present returns of Lloyd's register, taken in comparison with those for the quarter ending April 1, last, show a decrease of about 221,000 tons in the world's total and a decline of 328,000 tons from the record figures reached at the beginning of last October. For Great Britain a gain of 134,000 tons is shown over the April figure, while the United States aggregate under construction dropped 467,000 tons. Other countries showed an increase of 63,000 tons.

More than 97 per cent of the American total now building is composed of steel steamers and more than two-thirds of these are being constructed in Atlantic coast shipyards. The following table shows the distribution by districts in gross tons for the quarter just ended and the previous one:

	July 1.	March 1.
Atlantic coast	1,352,750	1,385,827
Gulf ports	181,841	180,793
Great lakes	95,201	173,375
Pacific coast	423,124	478,163
Total	2,052,916	2,418,158

The largest total for any district in the United Kingdom is that for the Clyde, where there are now 1,260,000 tons under way. The aggregate British output for the quarter ended July 1 was 69,000 tons greater than that for the preceding quarter and the aggregate of new contracts on which work was begun was 588,000 tons. This latter includes many large vessels. There are now under way, in addition to a great number of small vessels, 63 of 10,000 tons and upwards.

Holland Ranks Third.

The United States and the United Kingdom are still far ahead of all countries in the amount of shipbuilding under way. Holland, which stands third, with a total of slightly less than 400,000 tons, shows a gain of about 32,000 tons over the previous quarter. Canada in the same period gained nearly 40,000 tons; France, 25,000; Sweden, 7000; Denmark, 3500, and Spain, 3000. France, which had stood sixth in amount of building, now ranks fifth, having taken the place of Japan, which showed a decrease of 31,000 tons from the previous quarter and now has under way only about 250,000 tons.

Compared with the pre-war figures the present American tonnage is 1,957,000 tons greater, that of the United Kingdom is 1,836,000 tons higher and the world's total shows an increase of 4,558,000 tons. The tonnage now building under the supervision of Lloyd's register aggregates 4,930,000 tons, of which 2,797,000 tons is in the United Kingdom and 2,133,000 tons in other countries, the total being an increase of 164 per cent over the pre-war total.

Lloyd's register today is classifying 64 per cent of all the tonnage building in the world. It is interesting to note from tabulated figures that the gain in the international activities of Lloyd's register has been a steady one.

Pacific Coast Shipping Notes.

TACOMA, Wash., July 31.—(Special.)—An ultimatum has been issued by the Puget Sound Navigation company by President Joshua Green, of this company, in which he declares it will be impossible for his company to pay an increased rent demanded by the city for the municipal dock for a berthing place for the company passenger vessels plying between Tacoma and Seattle. This amounts to $350 per month and has been the rent for the past 11 years. Mr. Green declares his company will erect a dock on Northern Pacific Railway property at a point formerly known as the Flyer dock. He will connect with the uptown business district by means of automobiles. City officials declare they can rent the municipal property for three times the amout of money it is now bringing.

To load ties for Europe, the Struthers & Dixon steamer Antinous is due here tonight. The vessel will take around a million feet from here. She secured a part of her cargo at Prescott, Or.

The Mukilteo is due Monday from San Francisco and the Admiral Schley of the Pacific Steamship company, which was due, will not come over this voyage, but go in drydock.

The Pacific storage building, one of the old-time waterfront landmarks here, is being torn down and the site will soon be covered by Northern Pacific railway tracks. At one time this building housed the customs and other federal marine officers here.

SAN PEDRO, Cal., July 31.—(Special.)—The fourth section of the drydock under construction for the Los Angeles Shipbuilding & Drydock company was launched last night from the yards of the Ralph J. Chandler company. The fifth and final section of the dock will be launched within the next 20 days.

Another record catch of albacore was brought in port last night and this morning by the fishing fleet. The canneries were busy all night receiving the catch.

After experimenting for several weeks with an airplane for the location of schools of fish, the canners' fish company announced today that it had purchased the machine.

The steamer Vinita sailed today for India after completing her cargo here of general southern California products.

SEATTLE, Wash., July 31.—(Special.)—After minor repairs the halibut schooners Tom and Al, owner by King & Winge, shifted from that firm's West Seattle shipyard to pier 8 this afternoon to prepare for a trip to the halibut banks. The King & Winge yard this week completed a rush of repair and overhauling work, the vessels including the freighter Pidalgo of the Albers Bros. Milling company, the freighter Morning Star of Frank Waterhouse, the tug James W. Webster and the tug Nimrod.

Thirty-five days out from Honolulu for Victoria, B. C., the American barkentine Puako of the fleet of Hind, Rolph & Co., is beginning to attract attention by her lengthy voyage. The barkentine sailed from Honolulu June 26 and should have showed up off Cape Flattery two weeks ago.

Net profits of the port commission properties for the first six months of this year totaled $37,057.39, after allowing for all expenses, including bond interest, overhead charges and depreciation, it was shown by a statement completed this morning by Colonel Matt H. Gormley, auditor of the commission.

The expense aggregated $658,011.95 and the revenues $695,579.34.

The necessity of making extensive engine repairs on the school ship Vicksburg, which is now at Honolulu awaiting instructions, has caused the Washington state nautical school directors to eliminate the call scheduled at Alaska ports by that ship. The Vicksburg may sail directly to Seattle or complete the Columbia river call scheduled before returning.

ASTORIA, Or., July 31.—(Special.)—The cruiser Birmingham and six destroyers, which have been here during the American Legion convention, are scheduled to sail at 9 tomorrow morning.

The motor schooner Astoria is due from San Francisco and will load lumber at Wauna and Westport.

The Associated Oil steamer William F. Herrin, bringing a cargo of fuel oil for Portland, arrived at 6:30 this morning from California.

The steamer Rose City, carrying freight and passengers from Portland and Astoria, sailed last night at 7:15 for San Francisco.

The steam schooner Shasta, laden with lumber from Westport, sailed at 9:30 last night for San Pedro.

The steamer Antinous, carrying a part cargo of lumber from Prescott, sailed at 11:30 today for Puget sound to finish.

The barkentine Kate G. Pedersen has finished loading lumber at the Hammond mill and will sail within the next few days for Sydney.

The dredge Yetroma has pumped in approximately 700,000 cubic yards of sand for the fill at pier 3 of the municipal terminals. The four outer sections of the pier have been filled, leaving only two others to be finished, and it is estimated that the fill is about three-fourths completed.

The steamer West Nivaria, with a part cargo of lumber from Grays Harbor, is due tonight to finish at river mills.

GRAYS HARBOR, Wash., July 31.—(Special.)—The steamer schooner Tamalpais cleared for San Francisco today from the E. K. Wood mill in Hoquiam.

The shipping board freighter West Nivaria, 8800 tons, and the largest ship to enter this port since 1918, cleared today from the Aberdeen Lumber & Shingle company's dock in South Aberdeen. With about 2,000,000 feet of lumber aboard, she will proceed to Portland to complete loading to her capacity of over 4,000,000 feet before leaving for Shanghai, China, her ultimate destination.

PORT TOWNSEND, Wash., July 31.—(Special.)—Under charter to Frank Waterhouse & Co., the steamer Otho sailed this evening for Europe with a cargo of flour. She recently arrived from Norfolk with a cargo of coal for the Puget sound navy yard.

The United States mine-planting steamer Major Samuel Ringgold, which has been stationed at Fort Worden, will sail in a few days for Astoria, where she will spend several weeks in mine planting practice off the mouth of the Columbia river.

SAN FRANCISCO, July 31.—Strike of the stevedores at Havana and then engine trouble delayed the Pacific Mail liner City of Para, Captain Hans Thompson, nine days. The vessel arrived here today. According to officers of the vessel it was only after they threatened to carry 500 tons of cargo on the City of Para consigned to Havana merchants back to this port again that the tie-up of the vessel was broken and the freight discharged. The vessel brought in 62 first cabin passengers and a heavy cargo of freight.

The steamer Providencia has been changed from American to French registry and the American crew will be replaced by Frenchmen and Mexicans, according to an announcement today. The Compaigne due Bolo, owners of the vessel, will continue to operate her in the Mexican service from San Francisco.

The Pacific Steamship company's steamer Senator will arrive tomorrow from Corinto and Acajutla instead of Tuesday, it was learned today.

The steamer Richconcal sailed today for Port San Luis. The vessel will load 60,000 barrels of fuel at the oil port for discharge at Seattle and Portland.

The British bark Daylight, Captain Carlson, was a late arrival Friday night, sailing in over the bar in the bright moonlight with a cargo of oil cake meal from Manila.

The British steamer Crown of Toledo arrived here today from Seattle to finish loading for Liverpool.

Tides at Astoria Sunday.

High.	Low.
1:17 A. M.....8.1 feet	8:10 A. M.....-0.3 foot
2:14 P. M.....7.5 feet	8:20 P. M.....2.1 feet

Columbia River Bar Report.

NORTH HEAD, July 31.—Condition of the bar at 5 P. M.—Sea choppy; wind northwest, 26 miles.

EASTERN OFFICE OPENED

PORTLAND TRAFFIC TO BE LOOKED AFTER ON ATLANTIC.

New York Headquarters to Be in Charge of C. A. Lockhart as Chief.

The joint traffic bureau of the Port of Portland and commission of public docks has opened a permanent New York office in the Barclay building, 299 Broadway, New York, according to information received yesterday from H. L. Hudson, manager of the traffic bureau, by H. E. Poulterer, his assistant. Mr. Hudson has been in the east several weeks looking after Portland traffic on the Atlantic coast.

The New York office will be in charge of C. A. Lockhart, a traffic man of wide experience. The establishment of an eastern office completes the organization programme of the Portland traffic bureau. Joseph F. Buckley was appointed oriental traffic representative of the Port of Portland and sent on a tour of the far east. The idea of a traffic bureau to be maintained jointly by the port and dock commissions was conceived and H. L. Hudson was appointed manager of this bureau. The third appointment to be made was that of William G. Tait to cover the North China field. Mr. Hudson is expected to return to this city shortly to direct the operations of the bureau from the local office.

In announcing the appointment of C. A. Lockhart as eastern traffic agent, Mr. Hudson said his appointee was excellently qualified.

New Transport Expected.

HONOLULU, T. H., July 31.—(Special.)—Headquarters of the Hawaiian department of the army has received word from the war department that the United States army transport Cantigny, a new ship, will be accepted from her builders shortly and will be immediately dispatched to Honolulu by way of the Panama canal and San Francisco. The new transport is expected to arrive here August 20.

Vancouver Man Is Missing.

VANCOUVER, Wash., July 31.—(Special.)—William Herrick, for the last ten years in the commercial department of the local high school, and interested in a local business house, has not been seen for four days. He began keeping books at the Columbia Dairy Products company last Monday, but did not appear for work Wednesday, and has not been seen since. He lodged with a family at Twentieth and Washington.

PORTLAND WOMAN, LONG OREGON RESIDENT, DIES AT SEASIDE.

Charlotte Holiday Wilton.

Mrs. Charlotte Holiday Wilton, who was born in Smith Falls, Ontario, Canada, in 1845, and had resided in this state since 1875, died at Seaside, Or., July 23.

With the exception of two years in Seaside, Mrs. Wilton had lived in Portland and Washington county during her residence in Oregon. She is survived by her husband, William H. Wilton; one daughter, Mrs. Grace Peterson, and two sons, William S. Wilton of San Pedro, Cal., and Bruce H. Wilton of Hoquiam, Wash. She was buried in Rose City cemetery July 27.

THREE KEELS LAID FOR HUGE TANKERS

Vessels Largest Ever Built on Willamette River.

FOUR MORE TO FOLLOW

Northwest Bridge & Iron Company to Employ American Citizens Exclusively.

Portland has not heard the rattle of riveting hammers for many months, but all indications point to a speedy resumption of the noisy bustle which marked this city's contribution to Pershing's "bridge of ships." The Northwest Bridge & Iron company, which has purchased the plant and equipment of the Northwest Steel company, has laid three keels during the month, and is rapidly transforming the empty building slips at South Portland as the hulls take shape. The company has contracts for seven 12,000-ton tankers, to be constructed for the Swiftsure Oil company, and expects to be in position to launch the first of these ships about the middle of November.

A great deal of preliminary work was necessary to prepare the yard for the commencement of ship construction, each of these vessels being half as large again as those previously built at the yard, measuring 465 feet 7 inches between perpendiculars, with a molded beam of 60 feet and depth of 36 feet 3 inches, as compared with a length of 410 feet 5½ inches, beam of 54 feet and depth of 29 feet 9 inches, which are the dimensions of the 8800-ton freighters constructed during 1916, 1917, 1918 and 1919.

Only Three Slips Used.

The new company will use only three slips of the original four, the added width of the tankers furnishing the reason. The space formerly occupied by the fourth building berth is now devoted to storage of rivets, bolts and other material required on the ships.

The new tankers are of the Isherwood type of construction, in which the framing runs longitudinally, in distinction to the majority of the hulls previously constructed here, which were of the transverse type, except some three or four of the earlier vessels built by the Columbia River plant, which were also Isherwood ships.

They will be the largest vessels ever constructed on the Willamette river, and will have a draft of about 26½ feet, with a deadweight of 12,000 tons and a speed of 10½ knots. With a single screw, of the three-shelter deck class, rigged as a two-masted fore and aft schooner, with bridge and house amidships and machinery aft, these vessels will be equipped with triple expansion engines and will be completely equipped and furnished at the South Portland plant.

Nine Tanks for Oil.

There will be nine main cargo oil tanks on each side of the center-line bulkhead and dry cargo space in the forward hold and between decks. As is usual in this type of vessel, the machinery is located at the extreme after-end of the vessel.

There is a large amount of pipe work required in these vessels, each of the various cargo oil tanks being fitted with a specified number of heating coils, in addition to the pipe work which is actually part of the propelling machinery.

Furniture and furnishings of the quarters will be of the same high standard as has characterized vessels of America's merchant marine since its revival, and are commodious for all ratings.

Many Men to Work.

The Northwest Bridge & Iron company expects to be able to proceed immediately with the contemplated programme, as the steel situation has eased somewhat. Between 3000 and 4000 men will be at work on these ships in the near future. There are at present about 700 men engaged in the shops and on the ships, and this number will be steadily augmented as the work proceeds.

The company will operate on the open shop plan, making no discrimination against workers' associations, but insisting, however, that every man employed shall be an American citizen, and able to produce his papers in proof.

Preference will naturally be given married men with homes and families here.

The company operates a 44-hour week.

WIFE DESERTED BY MATE

MRS. EDWARDS AVERS HUSBAND GIVES HER NO MONEY.

Ray A. Taylor Charged With Cruelty by Spouse—Five Others Seek Divorces.

Forty dollars is all she has received from her husband, George Edwards, since Easter Sunday, charges Lillian Edwards in her complaint for a divorce filed yesterday in the Multnomah county court. She says he has refused to pay her any money since that time and he has deserted her and their 6-year-old daughter.

Mrs. Edwards asks for $50 a month for the support of herself and child. They were married March 8, 1913.

Nora T. Taylor asks $125 monthly for herself and 4-year-old daughter, in her complaint charging Ray A. Taylor with cruelty and desertion. They were married in Vancouver, Wash., July 22, 1914.

Other suits for divorce filed were: Lillian against Gilbert E. Gerow, cruelty; Ollie against Thomas Baldra, desertion; Paul E. against Mabelle E. Gruske, cruelty; Ruby Grey Johnson against Leroy F. Johnson, desertion; Niema against Frank Craig, cruelty.

French Instructor Secured.

Gustave Gravenig, who has just arrived in this country from Paris, where he taught for several years, has been secured as instructor of French in the Hill Military academy. He is a graduate of the University of Paris and has several other degrees to his credit. Early in the war M. Gravenig was captured by the Germans and was held a prisoner during almost the entire period of the conflict. He will have classes in conversational French and in the grammar of that language. He came to America to be near his sister, who has been here several years and who is now at Newport, Or.

Girl Drowns in Columbia.

VANCOUVER, Wash., July 31.—(Special.)—Miss Marguerite Voorhees, 19 years old, was drowned in the Columbia river at Image last night, while bathing with friends. The body has not yet been recovered. Miss Voorhees, with her parents, Mr. and Mrs. A. E. Voorhees, and William Barker, were picnicing near the tile factory at Image. They went in swimming and suddenly Miss Voorhees became exhausted grabbed hold of Mr. Barker and pulled him under. He succeeded in freeing himself and attempted to get her to the bank but failed.

GRAIN JUGGLING SCORED

Resolutions Adopted by Douglas County Pomona Grange.

ROSEBURG, Or., July 31.—(Special.)—At a meeting of the Douglas county Pomona grange held in this city today, strong resolutions were adopted calling on congress to stop the practice of wheat speculation on the stock exchange as well as "juggling the market almost daily to the great detriment of producers, legitimate trade and the public in general."

The resolution also deplores the fact that government bonds have been selling as low as $84, "bonds that the people were induced to buy during the war on the plea that they were the finest and best security in the world," reads the resolution. Copies of the resolution were ordered sent to each Oregon representative in congress. Committees from four other granges in the county were represented at the meeting.

MOTHER OF POWER COMPANY OFFICIAL DIES AT BEACH.

Mrs. Ann Morris.

Mrs. Ann Morris of this city, whose sudden death occurred at Ocean Park, Wash., Sunday, July 25, was born in Holyhead, Wales, August 21, 1836. She was married to Hugh Morris in 1863, and to this union were born two sons, William J. Morris, purchasing agent of the Portland Railway, Light & Power company, and Richard Morris of Holyhead, Wales, and one daughter, who died in infancy.

Besides the two sons, Mrs. Morris is survived by one brother, Rev. Hugh Jones, a Baptist minister of Llanelly, Wales; a sister, Mrs. Emily Williams of Holyhead, Wales, and five grandchildren. The funeral took place last Thursday and interment was in Rose City Park cemetery.

MAYOR TO GET NOMINATION

Spokane Democrats Want Fleming for Congress.

SPOKANE, Wash., July 31.—(Special.)—Mayor Charles Fleming has been nominated for congress by Spokane democrats.

At a meeting of the Young Men's Democratic club this noon Mayor Fleming was unofficially "nominated" as the democratic choice for congressman from the fifth district. The members at the meeting spoke enthusiastically of their "candidate." A committee composed of Edward Robertson, president of the club; Francis J. McKevitt, Don Daggett, L. E. Mallette and Richard L. Jones will call upon Mayor Fleming Monday and will deliver the "notification" of nomination.

NOMINATION IS REFUSED

Vancouver Labor Leader to Help Non-Partisan Campaign.

VANCOUVER, Wash., July 31.—(Special.)—C. H. Moran, of the Vancouver Central Labor council and well known in labor union circles in this county, who was tendered the nomination for congressman from this district by the convention at Yakima two weeks ago, has declined to make the race. He said today that he will give his entire time to the Non-Partisan league campaign in Vancouver and Clarke county, and is of the belief that he can do more good in this manner than by running for congress.

However, he said, that the party will have a candidate in the field, to be appointed by the state executive committee.

Attorneys to Go Hiking.

Earl Barnard and J. L. Hammersley, deputy district attorneys, accompanied by Tom Garland, will start August 5 on their annual hiking trip. They will take the same route as last year and trust that they will not be arrested, as they were in 1919 in Tillamook, on fake charges, through the instigation of some of their friends. They will hike from Forest Grove to Tillamook and from Tillamook around Neah-kah-nie mountain to Seaside. They expect to make the trip in seven days.

Metlakatla Church Independent.

KETCHIKAN, Alaska, July 31.—"Father Duncan's Church," as an independent religious body of Indians at Metlakatla, near here, is known, has decided not to return to the Episcopal church, which it left years ago. Recently it was reported the Metlakatla people intended to go back to the parent body. Father William Duncan, pioneer missionary, who organized the Metlakatla church, died some time ago.

SHIP AHOY!
Good Ship Blue Bird
Happiness n'Everything.
MOONLIGHT EXCURSION AND DANCE
TONIGHT
Famous New Orleans Jazz Orchestra. Come Early!
East Morrison Dock, 8 P. M.

ESTIMATES RAISED ON 1920 APPLE CROP

Growers and Shippers Are More Optimistic.

FRUIT GROWING RAPIDLY

Yield at Hood River Expected to Be 65 Per Cent of 2,000,000-Box Harvest Last Year.

HOOD RIVER, Or., July 31.—(Special.)—With a few exceptions, growers and shippers are increasing estimates on the 1920 apple crop over pre-harvest figures of two weeks ago. The apples, it is said, are growing rapidly, and the crop bids fair to go to market with unusually good quality. The yield is now placed at 65 per cent of the 2,000,000-box crop of last year, and H. F. Davidson, grower and shipper, believes that it will exceed this. The lowest figure on the season's yield is made by Frank Stanton, county fruit inspector, who estimates the crop at 45 per cent.

"The apples," says Mr. Davidson, "are in general going to be bigger than we anticipated, and this means a much heavier yield. I have just returned from the Willamette valley, and the crop there is going to be very light on all the old family orchards. On young commercial tracts, however, the crop will be fairly heavy and of good quality. The older trees, apparently, suffered from the cold winter."

Newtowns to Predominate.

C. W. McCullagh, salesmanager of the Apple Growers' association, places the crop at 65 per cent. He says:

"Newtowns will predominate, and the quality is excellent. Ortleys will run 75 per cent, and the fruit is reaching a fine size. Spitzenburgs will only run about 50 per cent. While our crops of Delicious and Winter Banana are only nominal, the yield and quality are good. Our harvest will begin about September 15, perhaps earlier, if present growing conditions continue. Our Bartlett pear crop will not run over 25 to 35 per cent of last season. The D'Anjou crop will run 50 to 60 per cent. We harvested 113 carloads of pears last year.

Export Increase Expected.

"Cash buyers will be conspicuous this year by their absence, and as a result the growers will profit. Isolated high prices for blocks of fruit, such as were frequently reported last fall, had a very bad effect. We have every hope that the British price control will be lifted and that the export situation will be better this season than any time since the war began. Definite information on the British commission's attitude is expected to be available when the International Apple Shippers' association convenes at its annual session in Chicago on August 10. This convention will be attended by scores of shippers from the northwest.

Dan Wuille & Co., London importers, who have northwestern headquarters here and who operate branches at various Oregon and Washington points, expect an increase in exports volume this season.

Next week the following will leave for Chicago: L. E. Ireland, H. F. Davidson, C. W. McCullagh, Dwight L. Woodruff, C. W. Hooker and W. M. Dickerson.

The Mosier district, just to the east of Hood River, according to R. D. Chatfield, manager of the Mosier Fruitgrowers' association, is expecting only about 50 per cent of last year's yield.

Earl S. Coe, horticultural inspector of Klickitat county, Washington, places the estimate of the White Salmon valley at 225 carloads of apples and ten carloads of pears.

Reichstag Adopts Bill.

BERLIN, July 31.—The Reichstag today adopted the bill recently presented by the government providing for the abolition of compulsory military service.

Reasons Why

You should have your eyes examined by me.

BECAUSE—You Will Gain by letting me care for your eyes.

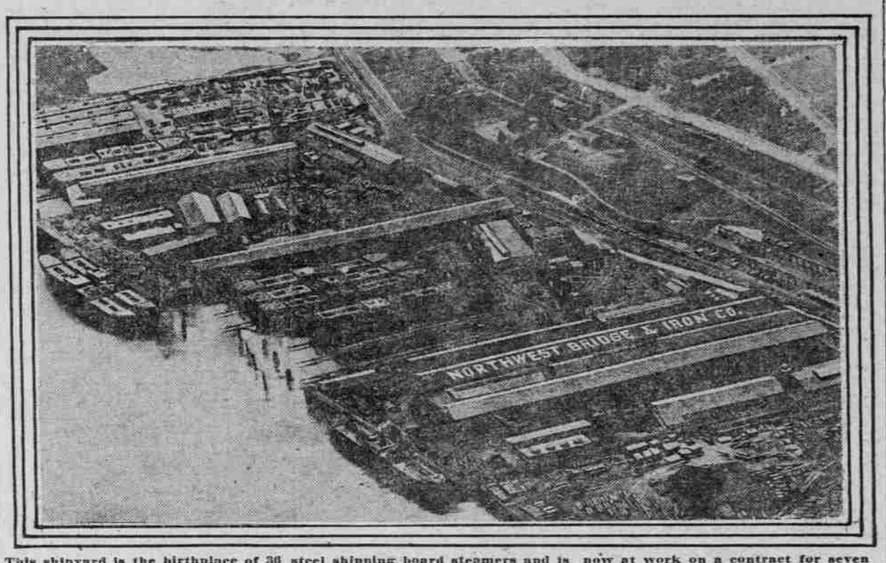
BECAUSE—You will receive the benefit of more than twenty-one years' specialized effort and scientific research.

BECAUSE—*My personal attention is given to every case—NO STUDENT or INEXPERIENCED ASSISTANT is employed by me.*

BECAUSE—By my careful and painstaking methods of examination and skillful adjusting come comfort—clearness of vision—Perfect-Fitting Glasses.

Dr. Wheat
Eyesight Specialist
207 Morgan Building
Entrance 346½ Wash.

AIRPLANE VIEW OF NORTHWEST BRIDGE & IRON COMPANY'S SHIPBUILDING PLANT.



This shipyard is the birthplace of 36 steel shipping board steamers and is now at work on a contract for seven tank ships of 12,000 tons deadweight capacity each.

AMERICANS QUIT WARSAW

Fifty Women Leave and Others May Follow Shortly.

WARSAW, July 30.—(By the Associated Press.)—About 50 American women and children have left Warsaw in the last few days. The only American women remaining here are welfare workers, who have been assured of transportation should the capital be directly menaced by the bolsheviki.

Most of the Americans went to Danzig.

French, British and other foreign bureaus have arranged to depart with their records if the bolshevik advance continues.

CIVIL WAR VETERAN WHO CLIMBED WAUNA POINT AT AGE OF 78.

Amos Beach.

Amos Beach, 78, of Woodburn, has the exploring spirit. He likes to find out things for himself just as he did when he was a boy.

When he was camping with his family at Eagle creek camp grounds a few Sundays ago Wauna Point, an elevation of 2200 feet, attracted him. He asked the forest rangers the way to the top and was told where the trail left the highway.

He missed the trail, however, and left the highway just the other side of the Eagle creek bridge and went straight up through the brush. As evidence that he had reached the top he left half of his red handkerchief there on a short staff, so that it could be seen with field glasses from the camp grounds.

Mr. Beach is a member of the Grand Army of the Republic and and went through 35 hard-fought battles in the civil war. He was a member of the 5th Michigan cavalry.

Port Calendar.

To Arrive at Portland.

Vessel—	From—	Date.
Str. West Nivaria	China	July 31
M. S. Astoria	San Fran.	July 31
Str. Atlas	San Fran.	Aug. 2
S. O. barge 93	San Fran.	Aug. 2
Str. Olen	Kobe	Aug. 2
Str. Multnomah	San Fran.	Aug. 2
Str. West Cayote	Europe	Aug. 3
Str. Depoe	San Fran.	Aug. 10
Str. Abercos	Orient	Aug. 11
Str. Steel Trader	New York	Aug. 12
Str. West Kedron	San Pedro	Aug. 13
Str. West Nementum	China	Aug. 13
Str. Mount Etna	Genoa	Aug. 15
Str. Westward Ho	Baltimore	Aug. 27
Str. Eastern Belle	New York	Aug. 30
Str. Hawarden	New York	Aug. 30

To Depart From Portland.

Vessel—	For—	Date.
Str. Hakushika Maru	Orient	Aug. 2
Str. Montague	Orient	Aug. 8

Vessels in Port.

Vessel—	Berth—
M. S. Cethana	Al Eng. & Mch. wks.
M. S. Colburn	Terminal No. 4
Str. Daisy Freeman	Mult. Lbr. & Box Co.
Str. Daisy Matthews	Terminal No. 2
Str. Eastern Ocean	North Bank dock
Sch. Ecola	Mersey dock
Str. Hakushika Maru	Inman-Poulsen mill
Bkt. Kath. Mackall	Terminal No. 4
Str. Kongosan Maru	North Pacific Mill
Str. Montague	Terminal No. 4
Bkt. Monterey	Clark-