# CHINESE STEAMERS AID PORTLAND TRADE

## Local Firm Has Plan Preventing Foreign Registry.

## YANGSTE ROUTE IS PLIED

### Cargoes for This City Only Are Carried by Vessels Between Shanghai and Hankow.

Cargoes carried from Portland by steamers of the Columbia-Pacific Shipping company are distributed 600 miles up the Yangtse river, and freight from the inland of China is carried to the seaboard by two river steamers operated exclusively by the oriental agents of the local company. Commercial benefit to the Columbia-Pacific company and to this port is claimed by officials of the company through the operation of these steamers because ocean-going vessels can navigate the waters of the Yangtse river only five months out of the year, while the river boats operate regularly during the entire year.

The regular route of the two river boats, which are named Tseang Tah Nos. 1 and 2, is between Shanghai and Hankow, China. Hankow, be it known, is the Chicago of China, inasmuch as it is the principal manufacturing and industrial center of the celestial republic. Shanghai is the seaport. Lumber, piece goods and machinery from this country are much in demand at Hankow, while the products of the inland city, principally tea, hides, cotton, silk, rice and oils, from the principal items in cargo manifests of vessels plying between north China and Portland.

**Foreign Registry Prevented.**

Because the Portland company has these river boats, it obtains a large proportion of Hankow's products for shipment to Portland. But for these two boats, the products from Hankow would come down the river in feeders of foreign countries and would be carried from the Chinese coast in vessels of foreign registry.

The "feeders," as the Yangtse river steamers are known, are far different in character from the familiar river boats of the Willamette and Columbia rivers. They are steel steamers of 769 gross tons register, driven by twin-screw propellers. Both of the boats are 204.2 feet long, 35.1 feet wide and 11.8 feet deep.

**Portland Cargoes Carried.**

Cargoes from or to Portland only are carried by these two river steamers. Portland freight for the interior of China is discharged by the ocean steamers at Shanghai, and re-loaded by coolies upon the river boats. On the return trip of 600 miles down the famous river, the boats carry Chinese freight, which is assembled at Shanghai for loading upon vessels of the Columbia-Pacific Shipping company's North China line.

Operation of the Tseang Tah steamers is under the management of C. L. Seitz, general manager of the China-Pacific company, which operates the Columbia-Pacific Shipping company in China. Mr. Seitz is recognized as one of the foremost American business men in the north China field.

# DEAN MAY GET NEW JOB

## ASSISTANT TO ADMIRAL BENSON IS OFFICE RUMORED.

### Former General Counsel of Shipping Board Now on Trip in Oregon and Washington.

OREGONIAN NEWS BUREAU, Washington, Aug. 21.—(Special.)—Robert A. Dean, for some time general counsel of the shipping board, and who is now in Washington and Oregon on business for the board, is to have a new position with the board upon his return.

In consolidating the legal work of the emergency fleet corporation and the shipping board, Colonel Guy D. Golf has been made general counsel of both bodies, and Mr. Dean is to have some position close to the chairman of the board, Admiral Benson.

Just what office the general counsel is to have upon his return is not stated by the chairman, but rumor has it that Mr. Dean becomes a special assistant to the chairman.

Mr. Dean really drafted the Jones merchant marine act, doing the legal work for the commerce committee of the senate, and representing the board as its spokesman in developing the various phases of the great measure which is calculated to start a new era for the merchant marine under the American flag.

No one on the board has a more intimate knowledge of what the law is planned to accomplish than Mr. Dean. Because of this thorough knowledge of the new measure, and the long experience of the Boston attorney in board work, the rumor of his promotion to one of the most important positions on the board is accepted as a certainty, if he cares to continue with the board.

Mr. Dean has been spoken of almost universally in the east as one of the members of the new board that is to be appointed by the president, under the terms of the new law. He would be the member from the north Atlantic territory.

## COASTWISE RATES TO GO UP

### New Schedule Effective When City of Topeka Sails Again.

A 20 per cent increase in coastwise passenger rates will become effective with the next sailing of the freight and passenger steamer City of Topeka, it was announced yesterday by F. J. O'Connor, local agent of the Admiral line. The City of Topeka is now on her way from Portland to San Francisco via Coos Bay and Eureka, and should depart from this port on her next southward trip August 31.

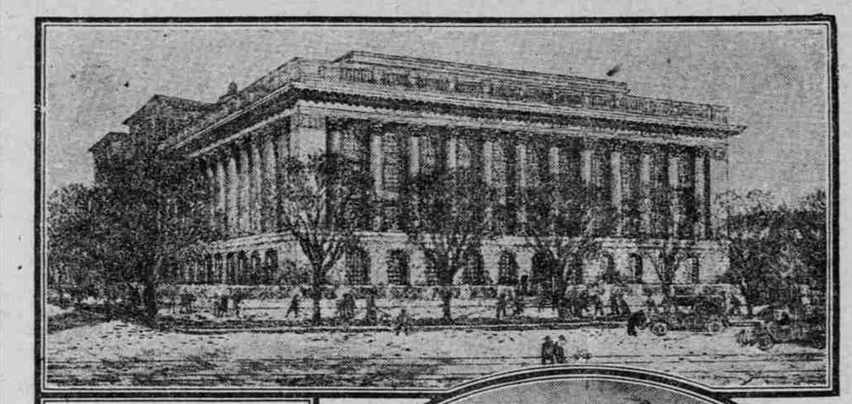
Similar increases in passenger rates are expected to be made by other coastwise liners, though no definite information has been received by local agents. According to Mr. O'Connor, a 25 per cent increase in freight rates is expected to follow the increase in passenger rates.

**Japanese Steamers Sought.**

Negotiations for the charter of two, and possibly three Japanese steamers are being conducted by E. L. Fairbanks and W. W. Wall, president and general manager, respectively, of the Inter-Ocean Trading company, who were in the city yesterday conferring with the Oregon & Ocean corporation. The Inter-Ocean Trading company was connected with the Japanese steamer Hakushika Maru, which was recently loaded here by the Oregon & Ocean corporation.

# PORTLAND BUSINESS MEN LOOK FORWARD TO HAVING OWN HOME IN WASHINGTON

### Chamber of Commerce Site Purchased at Cost of $750,000 and Remaining $2,000,000 of Fund Now Being Accumulated to Erect Sightly Structure Opposite White House.



THE $2,500,000 BUILDING TO BE ERECTED IN WASHINGTON BY THE CHAMBER OF COMMERCE OF THE UNITED STATES AS A WORKSHOP FOR AMERICAN BUSINESS IN THE SOLUTION OF ITS NATIONAL PROBLEMS. IT WILL BE BUILT ON THE SITE OF DANIEL WEBSTER'S OLD HOME. AT THE RIGHT IS DANIEL WEBSTER'S DESK ON WHICH HE WROTE MANY OF HIS SPEECHES. PRESIDENT JOSEPH H. DEFREES OF THE NATIONAL CHAMBER IS SEATED AT THE DESK.

PORTLAND business men are looking forward to the time when they will have a home of their own in the national capital. Word has come to the Chamber of Commerce that the site upon which the national home for business is to be erected has just been completely paid for from subscriptions so far received to the building fund of the Chamber of Commerce of the United States. The proposed site, which originally belonged to Daniel Webster, faces Lafayette Square in front of the White House—an ideal location. It was purchased at a cost of $750,000.

The building itself will add to the architectural beauty of Washington. It was designed by Cass Gilbert, the designer of the Woolworth Building in New York and a number of federal buildings in Washington. Work on the new structure is to be begun as soon as the remaining $2,000,000 necessary for the project is paid in. A number of communities have already subscribed their allotment while others are responding handsomely to the campaign. Portland's industrial and business interests, as contributors to the fund, will have a part ownership in the project.

**National Membership 1300.**

Aside from its contribution to the building fund, Portland has a strong interest in the activities of the National Chamber because of the city's importance as a commercial, industrial and manufacturing center. The necessity of a national business organization was long ago realized by Portland business, so much so that in 1912 the Portland Chamber of Commerce joined forces with other trade and commercial organizations and took out membership in the National Chamber. The organization members of the National Chamber now number more than 1300.

In addition to this manifestation of belief in the necessity of a strong national business organization there are 59 individuals and firms in Portland having qualified through membership in the local Chamber of Commerce, holding direct memberships themselves in the National Chamber. Outside of Portland is the same interest on the part of business men in all parts of Oregon is in evidence. Throughout the state there are twelve trade and commercial organizations connected with the National Chamber. They are:—Chamber of Commerce, Astoria; Bend Commercial club, Dallas Commercial club, Marshfield Chamber of Commerce, Pendleton Commercial association, Portland Insurance Federation of Oregon, Portland Western Pine Manufacturers' association, Portland Chamber of Commerce, Oregon State Chamber of Commerce, Portland; Roseburg Chamber of Commerce, Salem Commercial club and The Dalles Chamber of Commerce.

Like thousands of other progressive business men throughout the country, Portland members of the Chamber of Commerce have a keen interest in the belief that an American business is to have a permanent home at the nation's capital. The Chamber of Commerce of the United States, a body founded eight years ago under the handicap of discouraging past attempts to organize business men nationally, has been unusually successful. But they be able to exercise a proper constructive influence in national affairs.

It was with this purpose in view that the Chamber of Commerce began plans in 1914 for the erection of a building in Washington, but the war caused postponement. Committees are now fast accumulating the money to pay for this project. One million four hundred thousand dollars was promised by small communities outside of New York and Chicago before the business men of those cities gave a cent.

The idea is to create a nerve center for all business, big or little, that is affected by national affairs. It is something that has been badly needed in the past, when the men whose industries were being adversely affected by ill-advised legislation had merely a sporadic representation at Washington.

The United States was one of the last countries to organize its business nationally. A little more than eight years ago this country and Turkey were virtually the only countries in the world which had no national business organization. Today the United States Chamber of Commerce is the most powerful of them all. In the last five years it has grown from an association of 655 industrial firms and individuals to 1379 organizations with interest in the chamber. In 1918, besides these organizations there are more than 13,000 firms and individuals holding direct membership in the chamber.

The departments of the National Chamber are as follows: Finance, Insurance, Foreign Commerce, Civic Development, Domestic Distribution, Fabricated Production, National Resources Production, Transportation and Communication. The departments of Insurance, Fabricated Production and Foreign Commerce have already been inaugurated. Adequate provisions have been made to house these various departments in the new building which will be a veritable workshop for American Business.

# 6 WINDJAMMERS ON LIST

## SAILING VESSELS TO CARRY CARGOES FROM PORTLAND.

### Five Under American Flag—Other Is French Bark Buffon to Carry Wheat to England.

Six sailing vessels—three barkentines, two schooners and one bark—are now booked to carry cargo from Portland to various world ports. With one exception, the windjammers are under the American flag and will carry lumber from the Columbia river. The exception is the French bark, Buffon, chartered by E. A. Strauss & Co., to carry wheat to the United Kingdom. The French bark was last reported sailing from the Panama canal for Portland July 19 en route from St. Nazaire.

The barkentine Lahaina and the schooner W. H. Talbot, both of which are now at San Francisco, will carry lumber from the Columbia river to the west coast of South America. The barkentines Annie M. Rolph and Edward May and the schooner William Bowden will take lumber to Australia. The Annie M. Rolph sailed from Balboa June 27 for the Columbia river. The barkentine Edward May arrived at Callao August 10 for the Columbia river and Sydney. She is on her way from Newcastle. The schooner William Bowden arrived at Seattle August 12 from Levuka and has been chartered to carry lumber from the Columbia river to Sydney.

**Trial Set for Nov. 5.**

Trial for Sam Harris, under indictment with Harry Nudelman and others on charge of stealing government wool from a warehouse, was set yesterday by Federal Judge Bean for November 5. Harris pleaded not guilty.

**Steamer Depere Loads Wheat.**

The steamer Depere, which arrived yesterday morning, cleared later through the customs house, declaring 1500 long tons of wheat and 175 long tons of flour laden at Portland. This vessel, which is the first in the regular service of the General Steamship corporation to the west coast of South America, will carry a total of 3375 long tons of cargo, the remainder of which was loaded at San Francisco. She will sail early next week. The wheat loaded here is bound for Callao, Peru, and the flour for Guayaquil, Ecuador.

**Nehalem Bar Is Sounded.**

WHEELER, Or., Aug. 21.—(Special.)—Thomas Watt, Harry Bell, D. R. Groves and Frank A. Rowe sounded the Nehalem bar Wednesday and found a minimum depth of 13 feet at low water, which is equivalent to 20 feet or more at high water. The channel is wide and straight. Arrangements are being made to charter the gas schooner Oregon of San Francisco to load a cargo of 450,000 feet of lumber in the near future.

**Norton, Lilly Officials Here.**

W. J. Edwards, Pacific coast manager for Norton, Lilly & Co., and J. S. Ford, manager of the Seattle office of the company, arrived in Portland yesterday to confer with C. D. Kennedy, resident agent. All three went to Westport and Astoria to see their two steamers, the Steel Trader and Mount Etna, which are loading, respectively, at Westport and Astoria.

Read the Oregonian classified ads.

## Port Calendar.

**To Arrive at Portland.**

| Vessel— | From— | Date. |
|---|---|---|
| Str. Daisy Putnam | San Fran | Aug. 22 |
| Str. Col. E. L. Drake | San Pedro | Aug. 24 |
| Str. Wapama | San Fran | Aug. 24 |
| Str. West Nomenium | China | Aug. 27 |
| Str. Westward Ho | Baltimore | Aug. 27 |
| Str. Point Lobos | Colon | Aug. 28 |
| Str. Eastern Belle | New York | Aug. 30 |
| Str. Aberces | Orient | Aug. 30 |

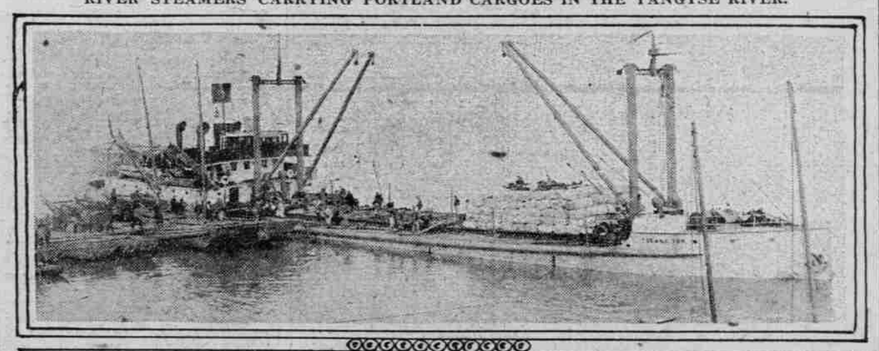
**To Depart From Portland.**

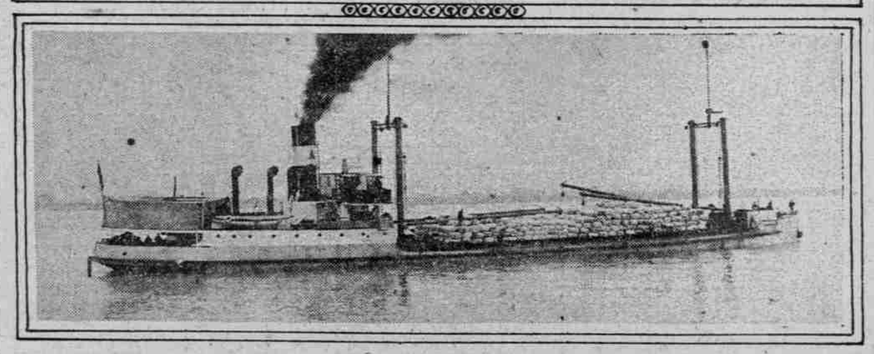
| Vessel— | For— | Date. |
|---|---|---|
| Str. Multnomah | San Fran | Aug. 24 |
| Str. Klamath | San Fran | Aug. 26 |
| Str. Wapama | San Fran | Aug. 28 |

**Vessels in Port.**

| Vessel— | Berth— |
|---|---|
| M. S. Astoria | Wauna. |
| M. S. Challamba | Inman-Poulsen mill. |
| Str. Davenport | Prescott. |
| Str. Depere | Crown mills. |
| M. S. Culburra | Eastern & West. mill. |
| Str. Klamath | St. Helens. |
| Bkt. Monterey | Inman-Poulsen mill. |
| Str. Multnomah | St. Helens |
| Str. Olen | Peninsula mill. |
| Str. Phyllis | Rainier. |
| Str. Steel Trader | Westport. |
| Str. Trelissick | Albina dock. |
| Str. Westboro | Terminal No. 1. |

RIVER STEAMERS CARRYING PORTLAND CARGOES IN THE YANGTSE RIVER.





The upper picture shows the manner of working cargo on the Chinese river. A pontoon bridge of barges is thrown out to the steamer and freight is carried to and from the boat on the backs of coolies. The lower view shows the steamer Tseang Tah proceeding downstream with a full cargo of Chinese goods from Hankow for transshipment at Shanghai into a vessel of the Columbia-Pacific Shipping company's North China line, bound for Portland.

# LOSS OF VALUABLE SHIPPING IS FEARED

## Section of Marine Bill Held Dangerous to West.

## OLD FABLE IS APPLIED

### Seattle Port Man Says Enforcement Would Kill Goose That Lays Golden Eggs.

Enforcement of section 28 of the new merchant marine law will be like killing the goose that lays the golden eggs, according to a reply of C. J. France, executive secretary of the port of Seattle, to Admiral W. S. Benson, chairman of the shipping board, made public yesterday. The letter from Admiral Benson, to which Mr. France is replying, was in turn an answer to a protest made by the port of Seattle against the enforcement of section 28 of the merchant marine law, and inferred that Seattle's opposition to this clause was inspired by foreign interests which will be discriminated against if this section of the law, which is now in suspension, is made effective.

Section 28 of the merchant marine law, which is the subject of the entire controversy, prohibits the granting of preferential export rail rates on transcontinental freight moving to the coast for shipment, unless this freight is carried in American bottoms.

**Fable Held Applicable.**

"There is a world-wide philosophy," says Mr. France in his letter, "in the fable of the man who killed the goose that laid the golden eggs. That fable is applicable to the present situation. A great commerce is growing on the Pacific. The Pacific coast ports of the United States are on natural trade routes, to which much of this shipping would naturally flow. Build at these ports a tariff wall which does not exist at Atlantic ports and you create an artificial barrier that will divert this trade from it natural course. I am satisfied therefore that when section 28 is put into operation those companies who have enjoyed a large shipping to the far east in the west allocated to them by the shipping board will find the field in the great bulk of the business has gone to Atlantic ports. There will be, then, an increasing dificulty to fill the space in the 113 shipping board vessels now operating out of Pacific ports, and, finally, the shipping board will have to put those vessels at the ports to which the business has been diverted. That this is inevitable should be clear to any student of political economy who knows that trade always follows the line of least resistance.

**Inference Is Challenged.**

"In conclusion, I touch upon one phase of your letter which I would prefer not to mention. It is that portion of the letter in which you infer that our opposition to this bill is a result of foreign influence and that we are not standing wholeheartedly to support the American merchant marine.

"I cannot pass this inference without challenging it both on behalf of myself and the fine body of loyal American citizens who join with me in their opposition to section 28.

"We yield to no one in our loyalty to the United States or in our determination to back without a stint any project to upbuild our country or any of its great undertakings.

"To us in the Pacific northwest the merchant marine has meant the dawn of a new day in American commercial development. No man or set of men in the country will go further than the citizens of the northwest in supporting the American merchant marine."

**Pacific Coast Shipping Notes.**

GRAYS HARBOR Wash., Aug. 21.—(Special.)—The Harwood arrived this morning from San Francisco and began loading at the Hulburt mill.

The Anne Hanify arrived this morning from San Pedro and is loading at the Little mill.

The Eastern Glade, big shipping board steel steamer, arrived this afternoon after standing outside the bar for a couple of days waiting for the fog to lift. She will take a big tie cargo from the Eureka mill, Hoquiam.

The steamer Lassen arrived from San Francisco and loaded at the National mill, Hoquiam.

The steamer Oregon cleared this afternoon with cargo from the Wilson Brothers mill, Aberdeen.

Ships in port tonight are the schooner Dauntless and steamers Eastern Glade, Svea, Willamette, Hartford and Anne Hanify.

COOS BAY, Or., Aug. 21.—(Special.)—The gasoline schooner Osprey arrived from Rogue river this morning at 8:35, bringing a cargo of salmon.

The steamship City of Topeka arrived this forenoon from Portland at 11:45.

Cement, much needed on the county highway paving, began arriving yesterday. The steam schooner Fort Bragg is chartered for a trip to arrive here next Thursday with 16,000 sacks, but the work is delayed a week or ten days at best.

SAN PEDRO, Cal., Aug. 21.—(Special.)—E. D. Vincent was appointed harbor engineer to succeed J. W. Ludlow at today's meeting of the harbor commission. Plans for completing improvements in the outer harbor were ordered prepared. A new association known as the Los Angeles Harbor association has been organized for the purpose of watching harbor improvements more closely. It will hold its first luncheon Monday when City Engineer Griffin and former Harbor Engineer Jubb will be the principal speakers.

The steamer Mazatlan sailed today for Mexican ports with a full cargo. J. McMillan, former manager of the Pacific Electric, is now local manager for the California Mexican Steamship company and also agent for Swayne & Hoyt. They dispatched the steamer West Notus to Buenos Ayres. She touched today en route from Puget sound.

The United States battleship Tennessee is reported en route here to make this her permanent home port. The Mississippi is due in a short time and both will remain until the return of the fleet from Honolulu.

SEATTLE, Wash., Aug. 21.—(Special.)—Eight Japanese stowaways who escaped from the steamship Eastern Temple, a shipping board vessel, when the ship arrived here July 30 last, and who were later arrested by customs and immigration inspectors, were deported to Japan this morning on the steamship Arabian Maru.

Delayed by engine trouble, the steamship Maquam, of Frank Waterhouse & Co.'s shipping board fleet in the trans-Pacific trade, is in Vancouver, B. C., late this afternoon, according to a wireless message received from the vessel.

The packing in the high-pressure cylinder went to pieces, with the result that her condenser is able to supply the boiler with only 30 tons of fresh water a day. She requires 35 tons. The ship had sailed from Japan.

Beginning her service as a merchant marine cargo training ship, the 8800-ton steel steamship Hollywood, of the United States shipping board, is expected to leave San Francisco for Seattle next Thursday.

The vessel is to be operated on regular schedule on the triangular route between Seattle, Hawaii and San Francisco by the sea training bureau of the shipping board. Cargo for the vessel will be furnished by the Matson Navigation company.

ASTORIA, Or., Aug. 21.—(Special.)—The steam schooner Daisy Putnam arrived at midnight from San Francisco and after discharging a shipment here and at Westport will load lumber at Knappton.

The tank steamer William Herrin sailed at 3:10 o'clock this afternoon for California after discharging fuel oil at Portland.

The steamer West Cayote, with part cargo from Portland, sailed at 11 o'clock last night for Seattle to take on freight for Europe.

The tank steamer Pearl Shell sailed yesterday from California for Portland.

The steam schooner Ernest H. Meyers sailed yesterday from San Francisco en route to Portland.

The tank steamer Colonel E. L. Drake arrived at 6 o'clock this morning from California with oil for Astoria and Portland. While coming into the harbor during the dense fog, she ran aground on the sands at the south side of the channel, just below the Fort Stevens dock, but was afloat this forenoon uninjured.

The steam schooner Columbia, with lumber and boilers from Portland, sailed at 2:30 o'clock this forenoon for San Francisco. She was delayed in the lower harbor by fog.

TACOMA, Wash., Aug. 21.—(Special.)—The La Primera is expected from South America soon with nitrates for Dupont.

The Manila Maru of the Osaka Shosen Kaisha line is due to arrive here Tuesday or Wednesday.

The Bordern line steamer Wakena arrived here this morning with a cargo of paper from British Columbia.

The Rosalie Mahoney is here unloading a general cargo from California.

The Chicago, Milwaukee & St. Paul Railway company will return September 1 to its own depot and station after two years of service from the union station, it was announced today. New ticket offices, new platforms and tracks have been constructed at the A-street station and the buildings have been completely repaired. It will come into direct connect to the Tacoma station over an electrified route and the familiar coal smoke and cinders will be entirely lacking.

PORT TOWNSEND, Wash., Aug. 21.—(Special.)—Bringing a cargo of creosote, the steamer Taranger arrived this morning from Grangemouth, Eng. She was detained here several hours on account of fog and smoke, proceeding to Seattle at 3 P. M., where she will discharge port cargo. The remainder of her creosote cargo will be discharged at Portland.

Coming from Manila and way ports in the orient, the Waterhouse steamer, Maquan, passed in at Cape Flattery this afternoon and will arrive here during the night for quarantine inspection.

Coming from the Atlantic to Puget sound to take bunker coal and also some cargo, the Japanese steamer, Kaikyn Maru, arrived this morning, proceeding to Seattle. She is en route to the orient.

With all passenger accommodations taken and hold filled with general cargo, the Toyo Yusen Kaisha liner, Katori Maru, sailed for the orient today. Included among her 300 passengers are a number of business men of the northwest who are interested in the lumber industry and who are going to the orient to enlarge the lumber trade in the far east.

**Movements of Vessels.**

PORTLAND, Aug. 21.—Arrived at 4 A. M., steamer Depere, from San Francisco.

ASTORIA, Aug. 21.—Arrived at 9 last night, steamer Daisy Putnam, from San Francisco; sailed at 10:30 last night, steamer West Cayote, for Hull via Seattle; San Francisco and San Pedro; sailed at 6:30 A. M., steamer Daisy Freeman, for San Francisco; sailed at 6:30 A. M., steamer W. F. Herrin, for San Francisco.

SAN PEDRO, Aug. 20.—Arrived—Steamer Hawarden, from New York for Portland.

SEATTLE, Wash., Aug. 21.—Arrived—Steamers Kaikyo Maru, from Baltimore; Alaska, from southeastern Alaska; City of Seattle, from southeastern Alaska; City of Reno, from Grangemouth.

Sailed—Steamers Victoria, for Nome; Governor, for San Pedro; Arabia Maru, for Yokohama; Katori Maru, for Hong Kong.

TACOMA, Wash., Aug. 21.—Arrived—Rosalie Mahoney, for San Francisco; Quadra, from Britannia Beach; Wakena, from British Columbia.

Sailed—Rosalie Mahoney, for British Columbia and Hawaii; Wakena, for British Columbia; Quadra, for Britannia Beach.

SAN PEDRO, Cal., Aug. 21.—(Special.)—Arrived—Steamers Whittier, from Port San Luis, 3 P. M.; Richmond, towing barge 93, from Puget sound, 1 A. M.; West Notus, from Puget sound, 6 A. M.; Phoenix, from Albion, 8 A. M.; Anguard, from San Diego, 6 A. M.; Santa Monica, from Eureka, 1 P. M.; President, from San Francisco, 3 P. M.

Sailed—Steamers Trinidad, for Astoria, 4 P. M.; Frank D. Stout, for Brookings, 9 P. M.; Vanguard, for San Francisco, 6 P. M.; Labrea, for Port San Luis, 2 P. M.; West Notus, for Buenos Ayres; Mazatlan, for Mexican ports, 5 P. M.

SAN FRANCISCO, Aug. 21.—Departed: Cello, for Seattle; Korea Maru, for Hongkong; China, for Hongkong; Satanto, for Shanghai; West Kedro, for United Kingdom; Colombia, for Hongkong.

YOKOHAMA, Aug. 16—Arrived: West Keats, from Portland.

SINGAPORE, Aug. 17.—Arrived: City of Spokane, from Seattle.

YOKOHAMA, Aug. 15—Sailed: Eldridge, for Seattle.

**Tides at Astoria Sunday.**

| High. | Low. |
|---|---|
| 7:38 A. M....5.5 feet | 1:31 A. M....1.0 foot |
| 7:20 P. M....7.1 feet | 1:30 P. M....3.2 feet |

**Columbia River Bar Report.**

NORTH HEAD, Aug. 21.—Condition of the sea at 5 P. M., smooth; wind northwest, 18 miles.

**Lookout Station Planned.**

SALEM, Or., Aug. 21.—(Special.)—F. A. Elliott, state forester, left last night for Astoria. From there he will proceed to Saddle mountain, where he will inspect the proposed site for a new lookout station and trail routes. At Portland he was joined by representatives of the district forestry office.

Read the Oregonian classified ads.

# 100 BIG SHIPS SOON TO BE SOLD BY U. S.

## Event One of Far-Reaching Importance.

## ALL RIGHTS SAFEGUARDED

### Companies Now Developing Business With Government Carriers Not to Be Disturbed.

OREGONIAN NEWS BUREAU, Washington, Aug. 21.—Under the provisions of the Jones merchant marine act the shipping board will soon offer for sale 100 ships, a list of which is now in preparation. This offering is in pursuance of the requirements of the law, which contemplates sale as well as establishment of trade routes.

No information is given out in advance as to the ships that will be offered. Assurance is given that this primary offering will not conflict with the work of companies that are operating vessels on essential trade routes. This has had the effect of comforting those companies that are busy developing business with the ships provided by the government. Some of them have a lot of preliminary work to do before they get on a sound basis.

The ships to be offered will be under the terms of the recent sales policy announced by Chairman Benson. Circulars are being issued by the sales department of the board giving terms and other details of purchase and providing a blank for firm offers to purchase from the board.

In this circular it is said that the consummation of sales will have to be with the approval of the operating division of the board, which gives the board a loophole through which it can proceed to protect vital interests in the event developments following a bid suggest such a necessity.

In announcing that the fleet is for sale, the board has accepted from this class oil tankers, of which the government owns above 60; refrigerator ships and the big combined freight and passenger ships. There will be nearly 40 of the latter when all now building are finished, and between 12 and 15 of them have been tentatively promised for Pacific operations.

The future of the big high-grade, combined freight and passenger ships, which have speed of from 14 to 17 knots, and which were built as the most modern, economical liners that the nation could produce, is yet to be determined. Their construction cost is very high. Any company investing in them will have to go into large capital. Any company receiving them to operate on any other plan than purchase basis would have a powerful advantage in business competition with other companies in the same territory which are compelled to purchase the slower, straight cargo ships.

All these factors are to come before the board as rapidly as they can be taken up, as many companies will be driving for specific information. A privately owned company cannot compete against the government, or a company backed by the government, on an indefinite allocation basis without the compulsion of purchase being faced.

A large number of calls are being made upon the sales department for the circulars issued outlining the sales conditions for the first 100 ships to be offered. This will prove a most interesting event in the history of the new board, as it really marks the beginning of the permanent policy which is destined to have a far-reaching influence upon the American merchant marine.

**Col. E. L. Drake Goes Aground.**

The tank steamer Col. E. L. Drake of the Standard Oil company ran out of the channel in the lower Columbia river early yesterday morning and grounded between Fort Stevens and the mouth of the river. She was refloated on last night's high tide at 5 o'clock and proceeded to Astoria. She was reported to be undamaged. The tanker, under command of her master, Captain J. C. Dart, was en route from San Pedro to Astoria and Portland with a full cargo of fuel oil. The channel at the mouth of the river, which has a minimum depth of 45 feet, was obscured by smoke and fog.

**U. S. Naval Radio Reports.**

(All positions reported yesterday at 8 P. M. unless otherwise indicated.)

WEST NOMENTUM, Kobe, for Portland, 902 miles from Columbia river, August 20.

WEST JESTER, Seattle for Yokohama, 480 miles from Seattle August 20.

MANOA, San Francisco for Honolulu, 740 miles west of San Francisco August 20.

COLORADO SPRINGS, Kelung for San Francisco, 360 miles from San Francisco.

BROOKDALE, Seattle for Honolulu, 515 miles from Seattle.

LYMAN STEWART, Port San Luis for Vancouver, B. C., 285 miles from Vancouver.

CLAREMONT, Willapa harbor for San Pedro, 13 miles from Willapa harbor.

ARGYLL, Port San Luis for Seattle, 175 miles from Seattle.

HORACE X. BAXTER, San Francisco for Seattle, 236 miles from Seattle.

CORDOVA, towing Santa Ana, Ketchikankan for Seattle, 400 miles from Seattle.

JOHANA SMITH, Coos Bay for San Francisco, 300 miles north of San Francisco.

WAHKENA, Grays Harbor for San Pedro, 215 miles south of Grays Harbor.

W. S. HERRIN, Linnton for Avan, Cal., 155 miles from Linnton.

WESTERN CROSS, San Francisco for Seattle, off Point Reyes, August 20, 8 P. M.

WILHELMINA, Honolulu for San Francisco, 1407 miles from San Francisco.

EASTERN GALE, Hilo for San Francisco, 970 miles from San Francisco.

QUEEN, San Francisco for Seattle, 62 miles from San Francisco.

HUMBOLDT, San Francisco for San Pedro, 22 miles south of San Francisco.

ROSE CITY, San Francisco for Portland, 30 miles north of San Francisco.

WEST HOLBROOK, San Francisco for Eureka, off Point Reyes.

WEST KEDRON, 20 miles south of San Francisco.

FRANK H. BUCK, Monterey for Portland, 196 miles from Moterey.

EASTERN TRADER, San Francisco for Yokohama, 506 miles from San Francisco.

ERNEST H. MEYER, San Francisco for Columbia river, 170 miles south of Columbia river.

BARGE 91 in tow tug Tatoosh, Eureka for Richmond, 146 miles from Richmond.

ADMIRAL DEWEY, Seattle for San Francisco, 115 miles from San Francisco.

WEST KADER, Portland for San Pedro, 200 miles from San Pedro.

TUG HERCULES, towing log raft, Astoria for San Diego, 181 miles south of San Francisco.

ADMIRAL SCHLEY, San Francisco for Los Angeles, 110 miles from San Francisco.

ADMIRAL NICHOLSON, Santa Barbara for Monterey, 75 miles from Santa Barbara.

DILLWYN, San Pedro for Seattle, 212 miles from San Pedro.

RICHCONCAL, San Francisco for Tampico, 285 miles south of San Francisco.

# FALL OFF TRAIN SURVIVED

### Brakeman Jerked From Car on Trestle Near Jefferson.

ALBANY, Or., Aug. 21.—(Special.)—Though he fell from the top of a box car as the train was crossing a high trestle, C. H. Parkin of Portland, Southern Pacific brakeman, was not seriously hurt. The accident occurred on the trestle on the south side of the Santiam river bridge at Jefferson at 1 o'clock this morning.

Mr. Parkin was thrown off when the train jerked through an application of the brakes as it was going down grade. He was on a car near the rear of the long freight train and the conductor, looking out of the caboose, saw him fall. He was taken to his home in Portland today.

## GRESHAM BUILDERS BUSY

### Municipal Auto Camp Grounds Being Improved.

GRESHAM, Or., Aug. 21.—(Special.)—Considerable building is under way in Gresham. At the municipal auto camp grounds, the new building for comfort of tourists and campers is nearing completion.

At the grade school on Powell street a large enclosed playshed is being constructed.

At the county fair grounds, the grandstand and bleachers on the race tract are being enlarged and other improvements being made.

William Thompson and Albert Metzger are building homes on South Roberts avenue. Three bungalows are nearing completion in the Clausen tract, recently incorporated in Gresham. Several other properties are being enlarged and improved.

## COMPANY SEEKS ENTRY

### Delaware Power Company Wants to Operate in Oregon.

SALEM, Or., Aug. 21.—(Special.)—The Columbia Valley Power company, organized under the laws of Delaware, has filed application for permission to operate in Oregon. The corporation is divided into 50,000 shares of stock and N. D. Simon of Portland has been named as the Oregon representative of the concern.

The Ross Building company, with headquarters in Portland, has been organized by George A. Ross, Erma Ross and L. W. Mathews. The capital stock is $10,000 and Portland will be the headquarters.

The North Grand Auto company, with headquarters in Portland, has dissolved.

**DAILY METEOROLOGICAL REPORT.**

PORTLAND, Aug. 21.—Maximum temperature, 90.05 degrees; minimum, 64 degrees; river reading, 8 A. M., 5.7 feet; change in last 24 hours, 0.2-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total since September 1, 1919, 35.51 inches; normal, 44.84; deficiency, 9.33. Sunrise, 5:18 A. M.; sunset, 7:10 P. M.; total sunshine 13 hours and 52 minutes; possible sunshine, 13 hours and 52 minutes. Moonrise, 1:40 P. M.; moonset, 11:13 P. M. Barometer, sea level, 5 P. M., 29.86 inches. Relative humidity: 5 A. M., 90 per cent; noon, 41 per cent; 5 P. M., 27 per cent.

THE WEATHER.

| STATIONS. | Minimum temperature. | Maximum temperature. | Precipitation past 24 hours... | Wind Velocity... | Wind Direction... | Weather. |
|---|---|---|---|---|---|---|
| Baker | 48 | 90 | 0.00 | | N | Clear |
| Boise | 56 | 92 | 0.00 | | W | Clear |
| Boston | 56 | 74 | 0.00 | | NE | Clear |
| Calgary | 42 | 84 | 0.00 | | E | Clear |
| Chicago | 68 | 68 | 1.24 | 14 | E | Clear |
| Denver | 52 | 90 | 0.00 | 14 | SE | Clear |
| Des Moines | 60 | 72 | 0.01 | 10 | N | Clear |
| Eureka | 50 | 56 | 0.00 | | W | Cloudy |
| Galveston | 76 | 86 | 0.00 | | W | Clear |
| Helena | 48 | 86 | 0.00 | | W | Clear |
| Kansas City | 62 | 76 | 0.00 | 10 | N | Clear |
| Los Angeles | 56 | 76 | 0.00 | | SW | Clear |
| Marshfield | 48 | 64 | 0.00 | | NW | Cloudy |
| Medford | 55 | 98 | 0.00 | 12 | NW | Clear |
| Minneapolis | 62 | 68 | 0.00 | 12 | N | Clear |
| New Orleans | 76 | 88 | 0.00 | | SW | Cloudy |
| New York | 62 | 76 | 0.02 | 18 | SE | Rain |
| North Head | 52 | 58 | 0.00 | 18 | NW | Clear |
| Phoenix | 66 | 102 | 0.00 | | W | Clear |
| Pocatello | 54 | 86 | 0.00 | | N | Clear |
| Portland | 54 | 90 | 0.00 | | SW | Clear |
| Roseburg | 54 | 84 | 0.00 | | NW | Clear |
| Sacramento | 54 | 92 | 0.00 | 10 | S | Clear |
| St. Louis | 70 | 74 | 0.48 | 10 | N | Cloudy |
| Salt Lake | 64 | 88 | 0.00 | 8 | SW | Clear |
| San Diego | 66 | 74 | 0.00 | 12 | NW | Clear |
| San Fran. | 56 | 66 | 0.00 | 12 | SW | Clear |
| Seattle | 58 | 84 | 0.00 | 12 | N | Clear |
| Sitka† | 50 | *62 | 0.40 | | W | Pt. cloudy |
| Spokane | 52 | 90 | 0.00 | | W | Clear |
| Tacoma | 56 | 84 | 0.00 | | N | Pt. cloudy |
| Tatoosh | 52 | 60 | 0.00 | 10 | S | Clear |
| Valdez† | 40 | *52 | 0.02 | | NE | Rain |
| Walla Walla | 58 | 94 | 0.00 | | E | Clear |
| Washington | 70 | 84 | 0.02 | | E | Pt. cloudy |
| Winnipeg | 30 | 70 | 0.00 | | S | Clear |
| Yakima | 52 | 90 | 0.00 | | SE | Clear |

†A. M. today. *P. M. report preceding day.

FORECASTS.

Portland and vicinity—Sunday fair and warm; westerly winds.

Oregon and Washington—Sunday fair and continued warm; moderate westerly winds.

Montana—Fair today and probably Monday; warmer in southeast portion; somewhat cooler Monday or Monday night.

Wyoming—Generally fair today and Monday; warmer Sunday.

Idaho—Fair; continued warm.

REASONS WHY

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Dr. Wheat

Eyesight Specialist

Second Floor Morgan Bldg.

Entrance on Washington Street