

35-FOOT CHANNEL APPEAL IS TAKEN

McArthur Goes Over U. S.
District Engineers Here.

BOARD HEARING WANTED

Portland Business Men May Get
Chance to Present Case if Mem-
bers Visit West.

OREGONIAN NEWS BUREAU.
Washington, Aug. 28.—(Special).—An appeal from the recommendation of the United States district engineers at Portland to the board of engineers on the point of a deeper channel in the Columbia river will be presented at once by Representative McArthur. The representative also will ask the board to hear the case when the members come to Portland some time in October, as now tentatively planned.

There seemed to be a thought with the board that widening the cuts in the Columbia river would be a waste of money and leaving the project depth at 30 feet, with the additional equipment for maintaining the 30-foot depth at all seasons would be a satisfactory to the Portland shippers and port interests.

The office of Mr. McArthur today informed the board that a deeper channel was desired because all the modern freight liners for long runs are of deep draft and a high percentage of the first-class cargo business of the future will be carried by this type of vessel.

These require a rule 30 feet or better channel and dispatch is guaranteed where there is ample water beneath the keels of the big ships. These facts have prompted the shipping interests to present an other argument to the board of engineers, showing the remarkable increase in the tonnage that has come to the Columbia river in recent months and the great prospect ahead for the port of the channel is an abatement of the wonderful terminal construction and manufacture of raw materials that is now taking place in that region.

It is not certain that the board of engineers will tour the northwest between now and the forthcoming session of congress, but such a trip is expected.

Information Due This Week.
Definite information as to this will be available probably some time next week. In the event the board does make the trip it would be an ideal opportunity for it to hear the Portland business men and shippers while visiting the port, and for this reason the request was presented for a hearing in Portland during October if the tour is taken.

In the event the engineers do not take the trip, it is understood that either written briefs will be filed or a committee will be sent to Washington to present the reasons why Washington believes the government should at once adopt the 35-foot project depth and shape its future improvement work accordingly, provided congress furnishes the needed funds.

GLADIOLI BLOSSOM

HOTEL LOBBY LINED WITH
SWEET-SCENTED BLOSSOMS.

Two New Varieties to Be Added to
the Big Collection Now
on Exhibition.

Magnificent gladioli of at least a hundred different tints and species have been assembled in the lobby of the Multnomah hotel by W. L. Crissey, who owns a gladiolus farm near Boring. These blood-red and white exhibit throughout this week, and have been attracting much attention from eastern visitors.

Two of the new varieties are to be added to the display this week, the Louise and Golden Measure. Louise is a lavender tinted bloom, while Golden Measure is a bronze. The bulb of the latter, when first introduced in England, was valued at \$100 apiece, and is still of considerable worth.

One of the most attractive bowls is one of mauve shades containing Winsome, Heroda and Anna Eberlus. Like little lemon and pinkish-gold butterflies are the flowers of Primulins hybrids in another cluster.

The American Beauty, with its ten flowers on a single spike, is noteworthy, as is the weird red and yellow Mephistopheles.

Prince of India and Bengal Tiger have unusual orange and white while Prince of Wales is a lovely, soft salmon, with an apricot undertone like an Ophelia rose. Bluejay, which has been on the market but a few years, is an oddity.

It is soft blue, with markings of deeper tone, and while in bud, having an iris-like appearance. The exhibit is being renewed daily, and is attended by a woman, who is connected with the gladiolus farm.

MASONS PLANNING PICNIC

Vancouver Shrine Club Extends
INVITATION.—The Vancouver Shrine club will hold its first annual picnic in Vancouver, B. C., on September 1.

The gathering will take place near the former Knights of Columbus hut back of the officers' quarters and the post athletic field. At noon a picnic dinner will be served and invitations have been extended to all Masons and their families and friends. The presence of Invitations will be sent to all of the Portland Masonic bodies and it is expected that a large number will be present. There will be dancing, athletic games and music.

SUGAR PRICES TO FALL

Jobbers Say Large Supplies in Market Will Bring Reaction.

SEATTLE, Wash., Aug. 28.—(Special).—Tumbles in sugar prices may be expected shortly in Seattle, jobbers said today, because of the presence of large supplies in the local market. Sugar is now selling here at 22 cents and 23 cents a pound retail.

BRIDGE CONTRACT IS LET

Oak Grove Man Gets Molalla Job
Over Portland Company.

OREGON CITY, Ore., Aug. 28.—(Special).—E. D. Olds of Oak Grove was

THE SUCCESSFUL BIDDER FOR CONSTRUCTION OF THE BRIDGE OVER THE MOLALLA RIVER AT THE SITE OF THE OLD DICKEY PRAIRIE BRIDGE, ABOUT TWO AND ONE-HALF MILES SOUTHEAST OF MOLALLA.

The bids were opened today and Mr. Olds bid \$60,000 for the span and \$17 per lineal foot for the approaches, each to be about 50 feet. The only other bidder was the Brooks company of Portland, \$10,984 for the entire work, but the contract calls for completion by January 1, 1921.

On request of a delegation from the Highland district the county court promised a preliminary survey for a road about three miles long connecting Buckner Creek with the Beaver Creek road. The survey will be made the coming week.

NEW MARINE ERA STARTS

STEAMER HOLLYWOOD OPENS OPPORTUNITY TO SAILORS.

Merchant Training Vessel, Constructed Along Latest Lines, Used for Instruction.

With the new \$800-ton steamer Hollywood reporting to the training bureau wharf in Seattle Saturday, a new era starts in the history of merchant marine training on the Pacific coast.

PIONEER OF 1832 DIES IN PORTLAND AT AGE OF 88

FOUR YEARS' ILLNESS.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

BOARDING OF SHIPPING BOARDS IS DESIRED

Rumor Again Has It That
President Will Act.

GROWING NECESSITY SEEN

Japan and Britain Recognized by
Business Interests as Lively
Rivals for Trade.

OREGONIAN NEWS BUREAU.
Washington, Aug. 28.—Rumor is receiving that the president will soon appoint the members of the shipping board, pursuant to the provisions of the merchant marine act, passed the first week in June.

There have been many such rumors in the three-month interval since the law became effective, but to date all have proved groundless. A majority of the country affected by shipping conditions are eager to have the board named, that it may organize and proceed on its gigantic task of operating and selling the great government fleet, and also formulating policies that will tend to strengthen the position of the merchant marine under the American flag on the high seas of the world.

In seeking these appointments the districts asking for action do not reflect upon the present chairman, who is the board as constituted today, but point to the fact that the congress thought a board of seven able men, chosen from all parts of the country and representing all sectional interests, would be best able to handle this titanic task.

Legislation Held Important.
In the minds of these people, the merchant marine act is the most important piece of legislation framed in the present generation, so far as American business interests are concerned. It provides the machinery for building up the nation's carrying trade in all its foreign commerce.

It gives to a board powers that are more potent than any other body given to any other peace board of the government. It imposes duties of such weight and importance that they would tax the best minds of seven or more of the ablest men of the nation. All these possibilities except as they have been met by Admiral W. S. Benson, chairman, are naturally latent. Great Britain and Japan, the two keenest rivals for the commerce of the high seas, are driving with all the concentrated strength of those nations to outstrip each other in the race to build up a powerful merchant marine.

It is not certain that the board of engineers will tour the northwest between now and the forthcoming session of congress, but such a trip is expected.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

Mr. Edwards first settled with his parents where the city of Portland now stands. Later he moved to Salem, where he grew to manhood. He married Martha E. Ridgeway at Lebanon in 1848.

He is survived by four children—Mrs. Lela D. Combs of 1101 E. Broadway, Mrs. Mary E. Butler of Portland and G. W. Edwards of Everett. He had been living in Portland for the last ten years.

—Photo by Redman & Jenks.

James Edwards, pioneer of 1832, died at the family residence 418 E. Fifth, at 10 o'clock Saturday, August 21, following an illness of four years.

TRAFFIC IS ASKED FOR

TRANS-PACIFIC FREIGHT IS
WANTED FOR WESTERN PORTS.

Shipping Board Petitioned to Act
So as to Relieve Conges-
tion in East.

Ports on West Coast of South
America Are Affected.

SAN FRANCISCO, Aug. 28.—Strikes of dock-workers at some ports on the west coast of South America are delaying loadings considerably, according to a memorandum filed with the chamber of commerce marine department here today by John Halvorsen, captain of the ship La Primavera. Halvorsen said his vessel was delayed 14 days in loading by a strike at Antofagasta.

Organization of the selling force was inaugurated on the Pacific coast in June, 1919, and since that period several millions of dollars' worth of property has been disposed of. At times the western district has led the eastern zones and at other times has been bested only by a relatively narrow margin.

In brief, the resolution recites that the trans-Pacific freight traffic has been diverted to Atlantic and Gulf ports until only one-third of that traffic now moves through Pacific coast ports; that the congested east to Pacific coast ports which should be filled with trans-Pacific freight; that the operating cost of railroads are thereby increased, making higher freight rates necessary; and that the necessity of the necessity of life; that Atlantic ports are congested, and eastern railroads are unable to handle the increased freight traffic; that the freight offered them for transportation; that an extreme and aggravated car shortage has existed throughout the year; that a year while thousands of cars are lying practically idle in the east; that the trans-Pacific freight traffic is available to handle the trans-Pacific freight; that all these conditions constitute an emergency; that the establishment and enforcement of the interstate commerce commission of an embargo to prevent trans-Pacific freight from moving through Atlantic and Gulf ports and the direction and movement of this traffic through Pacific coast ports.

Faith in Portland Shown.
Evidence of faith in the growth of Portland's commerce is contained in the announcement made by George S. Bush & Co., customs house brokers, that the value of this commerce in this city is to be increased immediately by the addition of E. H. Lee as local manager. The announcement was made by J. P. Hausman, president of the company, who arrived yesterday from Seattle with Lee, who will maintain here, Arthur B. C. Lippincott, vice-president of the firm, who has heretofore had charge of the Portland office.

Marine Notes.
The British steamer Treiltsack, Captain C. Stiles, sailed yesterday morning from the Columbia dock with a total cargo of 3223 tons of wheat and flour, valued at \$140,000. The cargo was consigned to the Standard Oil company, and the Treiltsack is bound for South Africa. The cargo was in 100-pound sacks instead of the 200-pounders customary in the South African trade before the war.

The barkentine Annie M. Rolph, from Sharpes, Eng., will be due at the mouth of the Columbia river this evening. She arrived at Port Townsend Friday. Orders for cargo will be called on to perform for loading were awaiting her there, and she left there Friday night, in tow of the tug Richard Holzapfel.

The motorship Astoria finished loading at Westport yesterday, and will leave for Astoria port to complete her cargo for the Atlantic coast.

Three tankers arrived at Portland yesterday with full cargoes of fuel oil and gasoline. They were the W. F. Terrier of the Associated Tankers, the S. J. Seward and the S. J. Seward, all of the Standard Oil company. The S. J. Seward is bound for South Africa, and the other two are bound for the Atlantic coast.

The steam schooner Johan Poulsen, from San Pedro, sailed yesterday for Astoria. She will leave for Astoria port to complete her cargo for the Atlantic coast.

Movements of Vessels.
PORTLAND, Aug. 28.—Arrived at 11 A. M.—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg. Sailed at 5 A. M.—Steamer El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

ASTORIA, Aug. 28.—Sailed at 2 A. M.—Steamer El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

SAN FRANCISCO, Aug. 28.—Arrived at 10 A. M.—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

COOS BAY, Aug. 28.—Arrived at 2 P. M.—Steamer City of Topeka, from San Francisco via Eureka, for Portland.

SHANGHAI, Aug. 28.—Arrived—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

PORT TOWNSEND, Aug. 28.—Sailed at 6 P. M.—Tug Richard Holzapfel, towing the tugboat El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

ASTORIA, Aug. 27.—Arrived at 5:45 P. M.—Steamer El Segundo, towing barge No. 93, from San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

SAN PEDRO, Aug. 27.—Arrived 6 A. M.—Steamer Davenport, from Portland.

SAN FRANCISCO, Aug. 28.—Arrived—Lyman Stewart, from Seattle; Steel Trader from San Pedro; schooner northern from Port Angeles; and Mary Butler, 25, from Philadelphia; Rose City, from Portland.

SEATTLE, Wash., Aug. 28.—Arrived—Steamers Spokane, from southeastern Alaska; Alameda, from Anchorage; Richmond, from San Pedro; schooner northern from Port Angeles; and Mary Butler, 25, from Philadelphia; Rose City, from Portland.

TRAFFIC IS ASKED FOR

TRANS-PACIFIC FREIGHT IS
WANTED FOR WESTERN PORTS.

Shipping Board Petitioned to Act
So as to Relieve Conges-
tion in East.

Ports on West Coast of South
America Are Affected.

SAN FRANCISCO, Aug. 28.—Strikes of dock-workers at some ports on the west coast of South America are delaying loadings considerably, according to a memorandum filed with the chamber of commerce marine department here today by John Halvorsen, captain of the ship La Primavera. Halvorsen said his vessel was delayed 14 days in loading by a strike at Antofagasta.

Organization of the selling force was inaugurated on the Pacific coast in June, 1919, and since that period several millions of dollars' worth of property has been disposed of. At times the western district has led the eastern zones and at other times has been bested only by a relatively narrow margin.

In brief, the resolution recites that the trans-Pacific freight traffic has been diverted to Atlantic and Gulf ports until only one-third of that traffic now moves through Pacific coast ports; that the congested east to Pacific coast ports which should be filled with trans-Pacific freight; that the operating cost of railroads are thereby increased, making higher freight rates necessary; and that the necessity of the necessity of life; that Atlantic ports are congested, and eastern railroads are unable to handle the increased freight traffic; that the freight offered them for transportation; that an extreme and aggravated car shortage has existed throughout the year; that a year while thousands of cars are lying practically idle in the east; that the trans-Pacific freight traffic is available to handle the trans-Pacific freight; that all these conditions constitute an emergency; that the establishment and enforcement of the interstate commerce commission of an embargo to prevent trans-Pacific freight from moving through Atlantic and Gulf ports and the direction and movement of this traffic through Pacific coast ports.

Faith in Portland Shown.
Evidence of faith in the growth of Portland's commerce is contained in the announcement made by George S. Bush & Co., customs house brokers, that the value of this commerce in this city is to be increased immediately by the addition of E. H. Lee as local manager. The announcement was made by J. P. Hausman, president of the company, who arrived yesterday from Seattle with Lee, who will maintain here, Arthur B. C. Lippincott, vice-president of the firm, who has heretofore had charge of the Portland office.

Marine Notes.
The British steamer Treiltsack, Captain C. Stiles, sailed yesterday morning from the Columbia dock with a total cargo of 3223 tons of wheat and flour, valued at \$140,000. The cargo was consigned to the Standard Oil company, and the Treiltsack is bound for South Africa. The cargo was in 100-pound sacks instead of the 200-pounders customary in the South African trade before the war.

The barkentine Annie M. Rolph, from Sharpes, Eng., will be due at the mouth of the Columbia river this evening. She arrived at Port Townsend Friday. Orders for cargo will be called on to perform for loading were awaiting her there, and she left there Friday night, in tow of the tug Richard Holzapfel.

The motorship Astoria finished loading at Westport yesterday, and will leave for Astoria port to complete her cargo for the Atlantic coast.

Three tankers arrived at Portland yesterday with full cargoes of fuel oil and gasoline. They were the W. F. Terrier of the Associated Tankers, the S. J. Seward and the S. J. Seward, all of the Standard Oil company. The S. J. Seward is bound for South Africa, and the other two are bound for the Atlantic coast.

The steam schooner Johan Poulsen, from San Pedro, sailed yesterday for Astoria. She will leave for Astoria port to complete her cargo for the Atlantic coast.

Movements of Vessels.
PORTLAND, Aug. 28.—Arrived at 11 A. M.—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg. Sailed at 5 A. M.—Steamer El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

ASTORIA, Aug. 28.—Sailed at 2 A. M.—Steamer El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

SAN FRANCISCO, Aug. 28.—Arrived at 10 A. M.—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

COOS BAY, Aug. 28.—Arrived at 2 P. M.—Steamer City of Topeka, from San Francisco via Eureka, for Portland.

SHANGHAI, Aug. 28.—Arrived—Steamer El Segundo, from San Francisco; at 1 P. M.—Steamer El Segundo, from Monterey; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

PORT TOWNSEND, Aug. 28.—Sailed at 6 P. M.—Tug Richard Holzapfel, towing the tugboat El Segundo, for San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

ASTORIA, Aug. 27.—Arrived at 5:45 P. M.—Steamer El Segundo, towing barge No. 93, from San Francisco; at 11 A. M.—Steamer El Segundo, for San Francisco; at 1 P. M.—Steamer El Segundo, for San Francisco; at 10 P. M., barge No. 93, from San Francisco; at midnight, steamer Johan Poulsen, from San Francisco via Port Bragg.

SAN PEDRO, Aug. 27.—Arrived 6 A. M.—Steamer Davenport, from Portland.

SAN FRANCISCO, Aug. 28.—Arrived—Lyman Stewart, from Seattle; Steel Trader from San Pedro; schooner northern from Port Angeles; and Mary Butler, 25, from Philadelphia; Rose City, from Portland.

SEATTLE, Wash., Aug. 28.—Arrived—Steamers Spokane, from southeastern Alaska; Alameda, from Anchorage; Richmond, from San Pedro; schooner northern from Port Angeles; and Mary Butler, 25, from Philadelphia; Rose City, from Portland.

TRAFFIC IS ASKED FOR

TRANS-PACIFIC FREIGHT IS
WANTED FOR WESTERN PORTS.

Shipping Board Petitioned to Act
So as to Relieve Conges-
tion in East.

Ports on West Coast of South
America Are Affected.

SAN FRANCISCO, Aug. 28.—Strikes of dock-workers at some ports on the west coast of South America are delaying loadings considerably, according to a memorandum filed with the chamber of commerce marine department here today by John Halvorsen, captain of the ship La Primavera. Halvorsen said his vessel was delayed 14 days in loading by a strike at Antofagasta.

Organization of the selling force was inaugurated on the Pacific coast in June, 1919, and since that period several millions of dollars' worth of property has been disposed of. At times the western district has led the eastern zones and at other times has been bested only by a relatively narrow margin.

In brief, the resolution recites that the trans-Pacific freight traffic has been diverted to Atlantic and Gulf ports until only one-third of that traffic now moves through Pacific coast ports; that the congested east to Pacific coast ports which should be filled with trans-Pacific freight; that the operating cost of railroads are thereby increased, making higher freight rates necessary; and that the necessity of the necessity of life; that Atlantic ports are congested, and eastern railroads are unable to handle the increased freight traffic; that the freight offered them for transportation; that an extreme and aggravated car shortage has existed throughout the year; that a year while thousands of cars are lying practically idle in the east; that the trans-Pacific freight traffic is available to handle the trans-Pacific freight; that all these conditions constitute an emergency; that the establishment and enforcement of the interstate commerce commission of an embargo to prevent trans-Pacific freight from moving through Atlantic and Gulf ports and the direction and movement of this traffic through Pacific coast ports.

Faith