SUBSIDY DECLARED VITAL TO SHIPPING

Wage Differential Said to Favor Foreign Tonnage.

PRESENT BILL IS URGED

Result Expected to Be Furnishing of More Labor in American Marine Yards.

BY T. V. O'CONNOR.
Vice-Chairman of the United States Shipping Board, Representing the Great Lakes Section.

It is puzzling to me that representatives of organized labor in this country should hesitate for one moment to support the ship subsidy bill. I served as president of the International Longshoremen's association for many years, and have been a union man practically all my life, therefore I feel that I can speak from experience and with full appreciation of the workers' viewpoint.

A ship subsidy bill which is going to furnish more ships and furnish more work to men building ships and repairing ships and manning the ships certainly ought to be more thoroughly considered and more fully discussed from the laboring man's standpoint than appears to have been done with reference to the pending legislation. It is impossible properly to consider this legislation without giving due regard to its effect upon American labor in the furnishing of more work and better wages in keeping with the high standard of living.

More Work Certain.

The ship subsidy bill will naturally increase American tonnage, and as fast as this is done more work will be supplied to the shipyard workers in all departments, to the metal trade workers, carpenters, painters, boiler makers and others, and as ships are completed and put into service it naturally follows that additional men will be required to man them and keep them in repair.

Many reasons have been advanced why we should have a ship subsidy. I should like to present the prevailing viewpoint of the marine and waterfront workers. We have been doing as much as possible along the line of Americanizing American ships without a ship subsidy; but we must make it obligatory on private owners under the proposed legislation to carry a large percentage of Americans in their crews, not alone because we want a real American merchant marine for purposes of trade, but also as a matter of protection, in order that the ships may be available as naval auxiliaries.

American Seamen Required.

The merchant marine bill in general provides that no vessel shall be entitled to direct aid unless its crew for the first year shall be 50 per cent American citizens aside from the officers, who must be 100 per cent American citizens. The remainder must be eligible to citizenship, thus barring Asiatics. After the third year the percentage is raised to 66 2-3 per cent American citizens. This applies in all departments, except the stewards on passenger vessels.

I joined in recommending to the president the plan reflected in the pending shipping bill because it represented the result of most comprehensive and careful study by the best expert opinion and authorities, and because it means the doing of a thing which congress had already decreed in the Jones act should be done in a different form, although for good reasons impracticable of application. The only question is then, will the plan presented provide the necessary substantial aid with the minimum cost from national funds to guarantee a merchant marine and its availability in a war emergency? I believe it will.

Plan Believed Wanted.

Moreover, I believe the American people would never sanction the retirement of the shipping board as an operator of a portion of the merchant marine until they have been assured that there is set up a certain and more feasible plan such as is proposed in this bill.

I am, of course, looking at this question from the broad national standpoint, but I cannot overlook its effect upon the welfare of American marine labor as against foreign labor. Our labor, no doubt, already realizes that in making possible an American merchant marine and increasing the demad for American tonnage, we are furnishing greater employment for American seamen. Not only will it increase the need for American seamen, but it will bring about the employment of Americans where now foreigners are employed.

U. S. Labor Favored.

The plan is especially designed to preserve to American labor that higher standard of living which custom has well established, realizing that marine labor has remained so long unprotected, notwithstanding other American labor is so protected from foreign competition. It is certain that any policy which violates the principle of higher American wages to meet the higher standard of living would not long endure as a means of holding Americans to the sea, and this in my opinion is a prerequisite to the success of our merchant marine. Our ships to be efficient must be American manned.

American marine wages at present, however, are too low and out of balance with other American wages. The same differential between American and foreign marine wages must exist as does exist between American and foreign wages in other industries. We should not be influenced by the comparison of marine labor rates drawn in the present abnormal situation, which is due entirely to the present industrial depression in this country. The present abnormally low wages on American ships will not continue, or else our ships will be manned by foreigners and not Americans.

U. S. Standards Higher.

The higher standard of living in this country, and I might say the higher cost of living, is generally well understood. We know that when business picks up the American seamen will be attracted to other industries, and this condition can be met only by assisting the ship owner to the extent that he will be enabled to pay the higher American wage upon his ship.

I should recommend most earnestly, therefore, that as regards the factor of American and foreign wage differentials, you view it from the permanent standpoint of what ought to be, and necessarily must be, rather than what is the present condition; that is to say, to keep in mind the principle that we should provide an American wage for American seamen instead of the present competitive wage scales. The result will be to increase the efficiency of our American ships as well as a direct benefit to labor by furnishing dignified employment.

NEW RATE BALKS SHIPPERS

Effect Expected to Be Overcome When Markets Are Steadier.

In the opinion of M. D. Keeney, president of the National Commercial corporation, of Seattle, the apparent disinclination of shippers to book cereal consignments for the orient at $6 or take space for lumber at $12, which are the new rates recently fixed by trans-Pacific lines in unison with the shipping board, will be overcome as market conditions are steadied. He was in the city yesterday in connection with cargo space available on two vessels the corporation has in hand.

A marked drop in the oriental rice market reported the last of the week will be followed by a revival and in another 30 days, he believes, the market will be more stable than at the time of the drop. He points out that rice market caprices are as influential on oriental financial conditions as the effect of wheat market fluctuations are in America, and regards the price as a most dependable barometer of far eastern trade.

T. V. O'Connor, vice-chairman United States shipping board.

Relative to the new rates, which are an increase of from $4 on grain at present, though $5 was fixed on grain for October, and from $10 to $12 as the lumber rate base, he says there is a feeling that the advance would have met with ready acceptance had it been gradual, but even with premiums being paid for August and September space the rise amounts to more than $1 on cereals.

Tides at Astoria Sunday.

High.		Low.	
3:57 A. M.	6.4 ft.	10:07 A. M.	1.6 ft.
4:23 P. M.	7.5 ft.	11:08 P. M.	1.6 ft.

Federal Dredger to Operate.

ABERDEEN, Wash., Aug. 12.—(Special.)—Acting on a request by the commissioners of the port of Grays Harbor, Colonel Edward H. Schultz, United States division engineer, announces that the dredge Colonel P. S. Michie will begin dredging operations on the bar about September 1 and will continue work until winter storms interfere.

FISH BOAT PILOTS FINED

Masters and Crews of Purse Seining Crafts Cited.

ASTORIA, Or., Aug. 12.—(Special.)—The trials of the masters and crews of the purse seining craft Sansigot and Lemes, which were seized last Wednesday by the fisheries patrol boat Phoenix on a charge of fishing within the three-mile limit off the Washington coast, were held at Ilwaco last night. The master of each craft was fined $100 and the boats were held for confiscation. The charges against the other members of the crews were dismissed. The trial of the master and crew of the launch Fairplay, arrested at the same time, and on a similar charge, was set for hearing on Monday, August 21.

Although the court was in session until after 12 o'clock last night, the hearing of the two cases against the purse seining craft Louis III and the charges against 11 other vessels of the "black" fleet for illegal fishing could not be reached and the trials were continued until some future date, not definitely set.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Due
Daisy	San Fran	Aug. 13
Wabash	New York	Aug. 14
Andrea Luckenbach	New York	Aug. 14
Senator	San Diego	Aug. 14
Hawaiian	New York	Aug. 14
Romulus	New York	Aug. 14
Georgina Rolph	San Fran	Aug. 15
Chattanooga City	Baltimore	Aug. 13
West Mahwah	San Fran.	Aug. 15
Rose City	San Fran.	Aug. 15
Loch Katrine	Hull	Aug. 15
Siberian Prince	Orient	Aug. 15
Babinda	San Pedro	Aug. 16
Birmingham City	New York	Aug. 16
Willpolo	New York	Aug. 17
Boren	Australia	Aug. 18
Mississippi	Bordeaux	Aug. 18
Adm. Goodrich	San Fran.	Aug. 19
Jeptha	South Am.	Aug. 20
Simaloer	San Fran.	Aug. 21
Adm. Farragut	San Diego	Aug. 21
Depere	S. America	Aug. 27
Antes	Europe	Aug. 29

To Depart From Portland.

Vessel—	For	Date
Arizonian	Europe	Aug. 13
Multnomah	San Fran	Aug. 14
Yngaren	Europe	Aug. 15
Romulus	So. America	Aug. 16
Hawaiian	Europe	Aug. 16
Andrea Luckenbach	New York	Aug. 16
Senator	San Diego	Aug. 16
Birmingham City	New York	Aug. 18
Rose City	San Fran.	Aug. 18
Siberian Prince	Europe	Aug. 20
Admiral Goodrich	S. F. and way	Aug. 21
Admiral Farragut	San Diego	Aug. 22
Jeptha	S. America	Aug. 29
Mississippi	Europe	Aug. 29
Boren	Australia	Aug. 30
West O'Rowa	Orient	Sept. 1
West Cayote	Orient	Sept. 13

Vessels in Port.

Vessel—	Berth.
Arizonian	Terminal No. 1.
Benavon	Left up.
Baron Polworth	Peninsula.
Canadian Inventor	Eastern & Western.
Daisy Putnam	Couch street
Daisy Freeman	Kalama.
Reliance	St. Helens.
H. T. Harper	Willbridge.
Hornet	Knappton.
K. V. Kruse	Victoria dolphins
J. A. Moffett	Terminal No. 4.
Mandasan Maru	Inman-Poulsen's
Montague	Drydock.
Multnomah	St. Helens.
Niels Nielsen	Astoria.
Koranton	O.-W. dock.
Oregon Pine	Peninsula mill.
Oregon Fir	Peninsula mill.
Steel Ranger	Clark & Wilson.
West Cayote	St. Johns moorings.
West O'Rowa	Terminal No. 1.
Yngaren	Globe.

Trans-Pacific Mail.

Closing time for the trans-Pacific mails at the Portland main postoffice is as follows (one hour earlier at Station G, 282 Oak street):

For Hawaii, 1 A. M., August 14, per steamer Sonoma, from San Francisco.

For China, Japan and the Philippines, 11:30 P. M., August 18, per steamer President McKinley, from Seattle.

For China, Japan and Philippines, 11:30 P. M., August 23, per steamer Empress of Canada, from Seattle.

For Hawaii, China and Philippines, 1:45 P. M., August 24, per steamer Tenyo Maru, from San Francisco.

LUMBER MOVEMENT EAST IS GROWING

1922 Shipments to Be Half Billion Feet.

NEW YORK DEALER HERE

R. R. Sizer Jr. Predicts Demands for Western Grades Will Continue to Increase.

Pacific coast shipments of fir, hemlock and spruce lumber to the Atlantic coast market during 1922 will perhaps reach 500,000,000 or 600,000,000 feet, in the opinion of R. R. Sizer Jr., of the firm of Robert R. Sizer & Co., New York lumber merchants, who is in the city. The movement in 1921 reached 211,404,000 feet, according to official tabulations, while in 1920 the shipments aggregated 49,000,000 feet.

Mr. Sizer leaves tonight for the Puget sound country to look over sawmill properties and gain a first-hand insight into manufacturing and shipping as his limited time affords. He was in conference yesterday with E. H. Meyer, Portland manager of the Charles R. McCormick interests, through whom about nine-tenths of the western lumber handled by the Sizer organization is purchased.

The estimate Mr. Sizer places on the probable total shipments for 1921 includes material for railroad and general industrial projects, which might be ordered direct, as well as the stocks that are discharged at yards. He said the indications were that a material increase would follow in the use of western grades, which were at present in active demand for general construction purposes. The McCormick interests credit the Sizer organization with having developed much of the call for their lumber as well as having backed its introduction in the New York territory.

Philadelphia is drawing considerable lumber from here as well. The Isthmian line steamer Mobile City, sailing Friday, had aboard 1,200,000 feet for the McCormick account, while other cargoes supplied by them includes 3,000,000 feet that goes out tomorrow aboard the steamer Steel Ranger, 2,500,000 feet that is to be loaded on the river aboard the steamer Santa Rosa, starting Tuesday, 1,500,000 feet on the steamer Chattanooga City, due August 25, and about 2,500,000 feet on the Nyganza, which begins loading on Grays harbor tomorrow. Space reservations have been made on other vessels for September loading. Some intercoastal lines report being booked on lumber space up to the beginning of 1923.

DEMAND FOR OIL GROWING

Railroad Company Buys Liquid Fuel for Engines.

Resumption of oil-burning on locomotives of the O.-W. R. & N. company, which was determined on because of the coal strike, has led to the purchase of a part cargo of fuel oil, which arrived from San Pedro late last night aboard the steamer J. A. Moffett of the Standard Oil company's fleet. It will be discharged today into the company's tank at Terminal No. 4. The consignment amounts to about 30,000 barrels. In addition the Moffett has more fuel oil to pump into the tanks of the Portland Gas company and a supply as well for the Standard station.

The O.-W. R. & N. tank at Terminal No. 4 was utilized for fuel storage when the use of oil was general on the road, but with the return to coal as fuel the tank was drained. The commission of public docks leased the tank so as to be prepared to store oils. At a meeting of the dock commission last week it was made known that the O.-W. R. & N. company contemplated storing fuel oil again and it was arranged that the tank be turned back. However, the dock commission stipulated that after fuel conditions were normal and in the event oil was discarded again on locomotives, the tank be regarded as under lease to the commission.

The tank has a capacity of 55,000 barrels and with a pipe outlet at Pier No. 5 tank steamers can berth there and discharge. Besides the coal strike and the possible shortage that might follow the recent drop in fuel oil prices is held to be another incentive for installing oil burners again in locomotives. In the last two weeks oil prices fell 50 cents a barrel, and as that means a saving of approximately $6000 on a round voyage for each of the ships engaged in the Portland-Oriental trade, it decreases the margin between coal and oil for railroad purposes materially as well.

Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 12.—(Special.)—The British steamer Benevan arrived at 10:30 last night from Japan. After being fumigated here she will leave early tomorrow for Portland to load grain for Europe.

The tank steamer J. A. Moffett arrived at 9:25 this morning from California with a cargo of fuel oil and went to Portland.

The Norwegian steamer Neils Neilsen arrived at 8:30 this morning from the Orient. After discharging 300 tons of bunker coal here she will proceed to Portland to discharge Oriental freight and load wheat for Europe.

The British steamer Canadian Inventor arrived at 9:40 this morning from the Orient and after being fumigated here goes to Portland to load wheat for Europe.

The Japanese steamer Ayaha Maru, with a cargo of lumber from Rainier, will sail tomorrow for the Orient.

After taking on lumber at Warrenton the steam schooner Daisy Freeman shifted at 8:30 last night for Kalama, and will go from there to St. Johns to complete her cargo.

After loading 500,000 feet of lumber at the Hammond mill and taking on bunker coal at the port terminals the Norwegian steamer Unita sailed at 4 o'clock this morning for Montreal.

After taking on freight at Portland the steamer Mobile City sailed at 8:30 this morning for New York, via San Francisco.

The motor-schooner Boobyalla sailed at 8 o'clock this morning for San Pedro with freight from Portland.

The steam schooner Solano, carrying 1,050,000 feet of lumber from Linnton, sailed at 2 o'clock this morning for San Pedro.

The steam schooner Tahoe arrived at 6:30 last night from San Francisco with freight and went to Portland.

The British steamer Baron Polwarth arrived at 11:30 last night from British Columbia and after being fumigated here will go to Portland to load grain.

Carrying 1,100,000 feet of lumber from the Hammond mill the steam schooner Halco sailed at 4 o'clock this afternoon for San Pedro.

Bringing a cargo of fuel oil the tank steamer W. T. Harper arrived at 3:30 this afternoon from California and goes to Portland.

Carrying a cargo of lumber from Westport the steam schooner John Poulsen will sail tonight for San Pedro.

Laden with 850,000 feet of lumber from Westport the steam schooner Shasta sailed at 10 o'clock last night for San Pedro.

TACOMA, Wash., Aug. 12.—One of the largest cargo to be taken out of Tacoma by a foreign vessel outside the regular Osaka Shosen Kaisha liners which make Tacoma their coast terminal point will go on the Tyndareus this coming week.

The Blue Funnel liner arrived at the Sperry mill this morning from British Columbia. The vessel will be here at least a week loading, marine men state.

The vessel was expected to work flour cargo at the Sperry mill all day today and tonight and then shift to the port dock to load. At the port the steamer has around 1,000,000 feet of lumber and logs to take on board. This loading, it was said, will take a week. The vessel will shift from here to Seattle to finish.

Considerable general freight awaits the United American liner Dakotan, due here Wednesday from Europe to load at the Baker dock. The steamer arrived on the sound today. The local freight for the vessel consists of doors, lumber and miscellaneous cargo. She has about 100 tons of inbound freight for local firms.

The Anyox, with ore from Granby, B. C., arrived at the Tacoma smelter this morning and was due to sail tonight via Winslow.

After loading copper, lumber, flour and wheat the President McKinley, of the Admiral line, sailed tonight for Manila, via Seattle and Victoria.

The Admiral Dewey is listed to arrive Monday night or Tuesday at the Commercial dock, from San Francisco.

The one-time blockade runner, Edna, arrived at the Terminal dock this morning from San Francisco. The vessel had several hundred tons of inbound freight. The steamer will load general cargo at the Terminal dock, some freight at the Stevens dock and sail Monday for California.

The launch B. & W., which has featured in the federal court for several months on a rum-running charge, was sold by United States Marshal Ed Benn today. The craft was purchased by Robert Abel for $400. The craft is said to be tied up on the Columbia river at present.

The Nyanza left for down sound ports and east coast ports of South America this afternoon.

COOS BAY, Or., Aug. 12.—(Special.)—The steam schooner Daisy sailed this morning at 5:30 for northern points, after delivering a general freight cargo brought from San Francisco.

With lumber taken at the Buehner mill the steam schooner Flavel sailed this afternoon at 3:15 for San Francisco.

The steam schooner Martha Buehner departed this afternoon with a lumber cargo consigned to San Pedro, crossing the bar at 4:30.

Leaving this port at 3:45 this afternoon, the steamer C. A. Smith sailed with a large lumber cargo for San Pedro.

SAN DIEGO, Aug. 12.—The only arrival at this port today was that of the United States transport Procyon, formerly a shipping board freighter, which arrived from Philadelphia, bringing a large quantity of naval supplies for the local base and for ships and shore stations off the Pacific coast. The Procyon will relieve the battleship Connecticut as flagship of the base force, Pacific fleet, about September 15.

The transport Argonne is expected here tomorrow from New York and Hampton Roads, bringing a large number of naval officers and members of their families.

GRAYS HARBOR, Aug. 12.—(Special.)—The steamer Hartwood cleared for San Francisco from the Hulbert mill this afternoon.

The steamer J. B. Stetson is scheduled to leave for San Pedro tomorrow afternoon.

VANCOUVER, B. C., Aug. 12.—What is probably the last shipment of bulk grain of the 1921-22 crop movement season that will leave Vancouver is 1600 tons on the Furness Prince steamer Siberian Prince.

In addition to the grain the Siberian Prince will load 300,000 feet of lumber, 200,000 sack of flour, and at least 6000 cases of salmon at this port for the United Kingdom.

The steamship Hataka Maru of the Nippon Yusen Kaisha line sailed today for the orient direct.

The steamship Steel Voyager will be due on Monday.

The liner Empress of Canada will arrive Monday afternoon from the orient. She has over 500 passengers and a fine lot of freight. In addition to silk she has 2000 tons of overland and about 1000 tons local.

The steamship Canadian Scottish, Captain Hocking, inward from the orient, is due at Esquimalt today and will have her annual overhaul.

PORT TOWNSEND, Wash., Aug. 12.—With a big shipment of shingles loaded at Vancouver, B. C., general cargo on Puget sound and 650,000 feet of lumber at Port Ludlow, the Katrina Luckenbach sailed this evening for New York, via San Francisco.

After discharging east coast freight at Portland and loading 1000 tons of miscellaneous cargo including a big salmon shipment, the F. J. Luckenbach arrived this morning, proceeding to Seattle, where she will discharge freight and load part cargo. She will complete at San Francisco.

The Isthmian liner Santa Rosa which called at Port Angeles to discharge a shipment of machinery for the paper mill, shifted today to Seattle, for which port she has freight and where she will load the larger portion of her cargo for Atlantic ports.

SAN PEDRO, Cal., Aug. 12.—The French line freighter Texas came in from northern ports today to load a cargo of canned goods for French delivery, sailing tonight for Dunkirk. The motorship Missourian, which brought 3000 tons of cargo for local delivery, and the Swedish motorship Bullaren, which has been discharging a record cargo of coke and steel billets, sailed for San Francisco.

Nine lumber schooners in the coastwise lumber trade, the Ryder Hanify, Trinidad, Avalon, William Donovan, Stanwood, Pacific, Prentiss, Mukilteo and Oregon, were on their way north tonight to load for the return voyage.

Direct service out of this port to Liverpool, London, Antwerp, Havre and Glasgow will be inaugurated by the Furness Prince line steamer Siberian Prince, which sails from here August 22. A regular 30-day schedule will be maintained, local agents of the line announced.

SAN FRANCISCO, Aug. 12.—Prospect for settlement of the Pacific westbound rate war appeared brighter today with the announcement of W. M. Miner, traffic manager of the United States shipping board for this district, that the government was in favor of the agreement drawn up by Vancouver and Seattle operators to guard against future trouble. Trans-Pacific operators will hold another meeting here next week, at which delegates are expected from the northwestern companies. The new trans-Pacific conference probably will be modeled along the lines of the North Atlantic-Far East conference of New York.

Panama offices of the Pacific Mail Steamship company will be abandoned, the local offices of the company announced today. Offices of the company have been maintained in Panama for 50 years. Reason for the withdrawal was not stated. The Panama agency will handle the Pacific Mail's business there.

F. A. Hooper, general freight agent of the Williams-Dimond company, agents for the American-Hawaiian Steamship company, announced today that the company had met the reductions on canned goods announced yesterday by the Luckenbach company.

SEATTLE, Wash., Aug. 12.—Shipping on Puget sound is at last free from the long spell of thick weather which has inconvenienced navigators and resulted in several marine mishaps. The advent of rains has improved the situation, driving away the fog and forest fire smoke which have hung over Washington waters for many weeks.

The Danish East Asiatic company will re-establish offices in Seattle, it was announced today, and in the future will maintain regular service out of this port for the first time since the beginning of the world war in 1914. The motorship Tongking will be the first unit of the fleet to engage in this new service, following the opening of the agency here.

Statistics compiled by Dean J. Hanscom, oriental manager for the Admiral line, show that since the service between Seattle and the orient opened in April, 1921, the five big passenger liners have carried a total of 10,787 passengers, exclusive of oriental interport business.

R. Stanley Dollar, first vice-president of the Pacific Steamship company, who has been in Seattle the last five weeks assisting H. F. Alexander in the reorganization plans of the Admiral line, will return to San Francisco tomorrow.

Report From Mouth of Columbia.

NORTH HEAD, Aug. 12.—Condition of the sea at 5 P. M., smooth; wind, west, six miles.

NEW CARRIER INSPECTED

MOTOR SHIP YNGAREN IS MODEL OF ITS TYPE.

Single-Screw Freighter Unique of Class and Is Equipped With Powerful Motor.

Motorship enthusiasts have been afforded opportunity to look over the Swedish freighter Yngaren, here from Europe, during the last week and to compare her with some of the other modern carriers of the same type, such as the Loch Katrine of the Royal Mail fleet, the Dinteldyk of the Holland-America line, and the Californian of the American-Hawaiian line, all of which have been here on maiden voyages during the last few months.

The Yngaren is an exception in that she is a single-screw ship and takes a rating in that respect of being the largest of the class afloat. She was constructed and engined by William Doxford & Son of Sunderland, and is powered with a 3000 horsepower four-cylinder motor of the opposed piston, solid injection, Doxford-Junkers type.

Data gathered by the owners of the Yngaren on her maiden voyage, especially as compared with the work of a steamer in the same trade, present an interesting study. With reference to that the Pacific Marine Review, in its last issue, says:

The figures for the maiden voyage of the Yngaren cover the trip from Hamburg via English ports to Batavia, returning via Australian ports to Dunkirk. The interesting comparison is with the Auten, a steamer with a sister hull to the motorship Yngaren, and with a 3000 indicated horsepower triple expansion engine. The Auten is designed to burn either coal or oil and on this voyage, for 25 days running out, one boiler was using oil and the other two were working on coal on the run from Panama to Wellington, consuming 9½ tons of oil and 30 tons of coal per 24 hours. If the 9½ tons of fuel oil had been burned inside of the motor of the Yngaren they would have produced more horsepower than was produced by this oil and the 30 tons of coal under the boilers of the Auten.

To make the voyage from Panama to Wellington the Auten carried 1400 tons of coal and 322 tons of fuel oil. The oil alone would have more than taken the Yngaren over this voyage so that the 1400 tons of coal was an unnecessary burden.

On the voyage homeward the Auten covered practically the same ground as the Yngaren on her return trip. With the motorship the average speed on this voyage was 11.1 knots and the fuel oil burned per mile was 43.6 kilograms, while the steamer at an average speed of 10.01 knots the consumption of coal per mile was 201 kilograms. The steamer engineering department employed a total of 18 men and the Yngaren in her engineering department a total of 13 men.

In the 77 days' run out and back the total stopping time of the motorship amounted to 17 hours 54 minutes, divided into 17 stops, although on the way home she was forced for the entire run, the average indicated horsepower on this leg of the run being 3050 with the ship fully loaded.

The ship is under the flag of the Trans-Oceanic company and is in to the General Steamship corporation. She is lying at the Globe mill, loading grain for Europe, and will complete her cargo this week. Captain Hultman is master.

STEVEDORING COPIES OUT

Opening of Bids Set for September 1 at Washington.

Copies of specifications covering stevedoring at points between Portland and the mouth of the Columbia were distributed yesterday for the third time within a week. They were recalled on previous occasions. The blank proposals provide for opening of bids at Washington September 1, and that bids shall be received until 11 o'clock that morning and then opened before T. V. O'Connor of the commission.

The step is regarded as one outcome of a dissatisfied attitude on the part of stevedores of the two coasts and the Gulf over schedules as to conditions and charges that became effective August 1. A majority of stevedores here took the stand that certain work was required without compensation, such as rigging ships to handle cargo and stowing the rigging and putting on hatches afterward. Such a requirement was believed unreasonable because of past practices in which such labor was charged to the ship. It is thought also that rates were low for handling freight in many instances, while conditions with respect to liability insurance were too broad.

The most direct objection to the schedule is reported to have been made by San Francisco and Puget Sound stevedores. Portland stevedores were not a unit in objecting, one or two indicating acceptance. In any event it is the impression here that bidding was made general for all ports in the United States and in most cases the probabilities are the work will be let exclusively to one organization, save in the largest ports, where it may be divided if the proposals are satisfactory.

OPERATORS' BODY PLANNED

Independent Association to Deal With Port Matters Proposed.

Organization of steamship agents and operators into an independent association at Portland, so they might act as a unit in matters affecting the fraternity, such as transfer, loading and dock charges, absorptions and their division between rail and water carriers and numerous details of a kindred character, is the latest proposal.

H. L. Hudson, manager of the port traffic bureau, says he has been approached by representatives of certain lines who feel such an association would prove highly beneficial to the agents and place them in stronger position to deal directly and forcibly with port bodies in matters of mutual concern. The Portland Waterfront Employers' union embraces all waterfront activities in its membership, so the steamship association would have no bearing on that.

BRITISH STEAMER COMING

Canadian Inventor to Load Lumber for Far East.

To load 1,500,000 feet of lumber at the Eastern & Western mill for China, the British steamer Canadian Inventor arrived in the river yesterday from the far east, and left up last night. She has a small amount of inbound freight. The lumber assembled here is on account of the Pacific Export Lumber company.

The same firm is the charterer of the Japanese steamer Usuri Maru, due shortly to load a full cargo for the other side of the Pacific. In September the Tonking and Afrika of the Danish East Asiatic fleet will be here for the United Kingdom. Each will load 1,000,000 feet of lumber for the Pacific Export Lumber company.

Three Grain Carriers Arrive.

Three grain carriers to load new crop cargoes came into the river yesterday, the British steamer Baron Polworth from British Columbia, the British steamer Benavon from Yokohama and the Norwegian steamer Niels Nielsen from Shanghai. The Baron Polworth will be alongside the Peninsula mill today, the Behavon leaves up about daylight today and the Niels Nielsen will remain at Astoria, it is understood, to discharge coal.

RESERVISTS BEGIN CRUISE

Eagleboat No. 38 Off for 15-Day Trip to Alaska.

Naval reservists enrolled in the Portland subdistrict of the Thirteenth naval district embarked about 6 o'clock last night aboard Eagleboat No. 38 for a cruise of 15 days in Alaska waters. The vessel passed through the harbor during the homeward rush of shoppers and business men and women, and attracted much attention.

Lieutenant-Commander John A. Beckwith is in command and aboard are several other officers, the regular crew or caretakers of the vessel and close to 40 reservists. There are about 20 from Portland and the others are residents of cities in Oregon and Washington within the subdistrict. The cruise was planned in northern waters in accord with the wishes of a majority of the men.

The ship is stationed here for the use of the reserve force and at times other than the annual cruise short trips are taken. She was built during the war and is fitted with two four-inch guns and one three-inch anti-aircraft gun. The vessel probably will proceed seaward from Astoria today and she is expected to cover considerable mileage in the time allotted.

SHIP SPACE QUICKLY TAKEN

Shippers Figuring on Norwegian Steamer Disappointed.

Hardly was it known yesterday that the Norwegian steamer Torrey was com'ng to Portland the latter part of the month when news followed that of about 5000 tons of space available every part of her capacity had been taken for cargo to the orient. She is consigned to the General Steamship corporation and it is the understanding that she is making only the single voyage. The vessel is from London via New Orleans.

Among exporters the Torrey was of deep interest for a few days, since space was offered for the far east, and being rated in the tramp class, all scrambled to land freight, as the regular ships are booked full for that period. As an ind'cation of the desire to obtain late August or early September space it is said the ship was booked entirely for flour.

Luckenbach Offices Removed.

Offices of the Luckenbach Steamship company yesterday were removed from the fourth floor of the Railway Exchange building to the seventh floor of the Spalding building. J. Gifford Euson, district manager for the fleet, says that while the new headquarters are ample for the present, he foresees need for even larger quarters, basing his observations on Portland's gain in the movement of intercoastal cargo.

Marine Notes.

Herman Frese was yesterday signed aboard the Port of Portland tug John McCraken as master, relieving Charles Jordan.

The steamers Daisy Putnam and Tahoe were entered yesterday from San Francisco with general cargo. The Tahoe was cleared in ballast for Astoria to load lumber at Warrenton.

The steamer Andrea Luckenbach is due tomorrow from New York and other north Atlantic coast ports, bringing a larger list of freight than usual.

The Japanese steamer Sweden Maru, one of the June grain fleet from Portland, reported out at Limerick Thursday, according to a message that reached the Merchants Exchange yesterday.

The steamers Johan Poulsen and Willamette, lumber laden for San Francisco, were dispatched yesterday. The former got away from Westport and the latter from St. Helens. The steamer Davenport sailed from Kalama for San Pedro with lumber and shingles.

The motorship H. T. Harper of the Standard Oil company's flag reported in the river yesterday with a fuel oil cargo which she will discharge today at Willbridge.

The McCormick steamer Multnomah, which is loading for California ports, moved yesterday from Westport to St. Helens to finish her cargo.

The Japanese steamer Ayaha Maru, which loaded logs at Rainier for oriental delivery, was scheduled to leave for sea late last night. The Japanese steamer Mandasan Maru, with a full cargo of lumber for the other side, is to depart this morning.

The steamer Daisy Freeman, working lumber at Kalama for San Francisco, is expected to be dispatched for the Pacific tonight.

The steamer Arizonan, of the American-Hawaiian flag, working cargo at terminal No. 1, is to shift today to Columbia dock to finish and it is planned to have her get away for sea by night.

Movements of Vessels.

PORTLAND, Aug. 12.—Arrived, at 9:20 A. M., steamer Tahoe, from San Francisco; at 9:45 P. M., steamer J. A. Moffett, from San Pedro. Sailed from Westport at 5 P. M., steamer Johan Poulsen for San Francisco; from St. Helens at 9 P. M., steamer Willamette for San Francisco.

ASTORIA, Aug. 12.—Left up at 9 last night steamer Tahoe. Sailed at 10 last night steamer Shasta for San Pedro. Arrived at midnight, British steamer Baron Polwarth, from Victoria; at midnight, British steamer Benavon, from Yokohama; at 8 A. M., Norwegian steamer Niels Nielsen, from Shanghai and way ports. Sailed at 2 A. M., steamer Solano for San Pedro; at 6:20 A. M., motorship Boobyalla for San Francisco and San Pedro; at 8 A. M., steamer Mobile City for New York and way ports. Arrived at 9:25 and left up at 11 A. M., steamer J. A. Moffett, from San Pedro; at 9:40 A. M., British steamer Canadian Inventor, from Vancouver, B. C.; at 3 and left up at 6 P. M., motorship H. T. Harper, from San Pedro.

SAN FRANCISCO, Aug. 12.—Arrived at 1 A. M., motorship Babinda, from San Pedro for Portland. Sailed at 8 A. M., British steamer Mongolian Prince, from Portland for Hull; at noon, steamer E. H. Meyer for Portland.

BALTIMORE, Aug. 11. — Arrived, steamer William A. McKenney, from Portland. Cleared steamer Willhilo, from New York for Portland and way ports.

KOBE, Aug. 7.—Arrived, Japanese steamer Kaikyu Maru, from Portland.

LIMERICK, Aug. 10.—Arrived, Japanese steamer Sweden Maru, from Portland.

CRISTOBAL, Aug. 10.—Sailed, steamer West Haven, from Portland for New York.

TACOMA, Wash., Aug. 12.—Arrived: H. S. Grove, from New York, during night; Edna, from San Francisco, 7 A. M.; Anyox, from Granby, B. C., 7:30 A. M.; Tyndareus, from Yokohama, via ports, 8 A. M.

Sailed: Jeptha for Seattle, 6:40 A. M.; Dorothy Alexander for San Francisco, 7:30 A. M.; Nyanza for San Francisco, 12:45 P. M.; President McKinley for Manila, via Seattle and Victoria, 8 P. M.; H. S. Grove for Savannah, via ports 8 P. M.

SAN FRANCISCO, Aug. 12.—Sailed, Mongolian Prince (British), for London, 7:45 A. M.; Ernest H. Meyer, for Portland, 11:40 A. M.; Boren (Swedish), for Melbourne, 12:45 P. M. Arrived: Caoba, from Grays Harbor, 1:55 A. M.; Albertalie (British), from Vancouver, 4:30 A. M.; West Chopaka, from Singapore, 7:20 A. M.

NEW YORK, Aug. 12.—Arrived—Eagle from San Francisco; Floridian, from San Francisco; Munaires, from Grays Harbor.

AUCKLAND, Aug. 8.—Arrived—Waitoapu, from San Francisco.

NEW YORK, Aug. 12.—Arrived—President Monroe, from London; Drottningholm, from Gothenburg.

GLASGOW, Aug. 5.—Departed—Benefactor, for Tacoma.

MELBOURNE, Aug. 10.—Departed—Canadian Britisher, for San Francisco.

ANTWERP, Aug. 10.—Departed—George Washington, for New York.

CRISTOBAL, Aug. 11.—Departed—F. H. Hillman, for San Francisco.

NEW YORK, Aug. 12.—Departed—Orduna, for Hamburg; Nieuw Amsterdam, for Rotterdam; La Savoie, for Havre; Zeeland, for Antwerp; Cedric, for Liverpool; Italia, for Vigo.

BREMEN, Aug. 8.—Departed—President Fillmore, for New York.

SOUTHAMPTON, Aug. 11.—Departed—Lapland, for Antwerp.

Obituary.

Mrs. Alta H. Pintler.

Mrs. Alta Hobson Pintler, wife of Dr. W. N. Pintler of Stayton, Or., died at her home August 6. She was born at Stayton in 1887, was married in 1915 and lived all her life in Stayton.

She is survived by her husband, her father and mother, Mr. and Mrs. W. H. Hobson of Stayton, a sister, Mrs. E. C. Peery of this city and a brother, Dr. E. H. Hobson of Scio.

She was buried last Tuesday. Eastern Star lodge conducted services at the cemetery.

Christian Olson.

SOUTH BEND, Wash., Aug. 12.—(Special.)—Christian Olson, aged 57 years, a resident of South Bend for more than 20 years, died here, and his body was sent to Spokane today for cremation. Mr. Olson was a veteran steamboat man on Willapa harbor. He was a native of Sweden, but left that country at the age of 13 for life on the sea. After many adventures he landed in the Columbia river and settled on a ranch in the Nehalem valley in Oregon. There he married, later moving to South Bend. He is survived by a sister in Sweden, a brother, William Olson of Astoria, and three children, Mrs. Clint Richardson and Mrs. Emil Helwig of South Bend and Bert Olson of Spokane.

Mrs. Sarah J. R. Findley.

Mrs. Sarah Jane Reeves Findley, who died at Cedar Mills, Washington county, last Thursday, was born in Carroll county, Missouri, October 10, 1842. She crossed the plains to Oregon with her parents in 1852, and the family settled near Kerbyville, Josephine county, and endured the privations incident to the pioneer life of that date, supplemented by the horrors of almost continuous Indian warfare from 1853 to 1856. A year later the family removed to northern California, and later returned to Oregon, living a short time in Washington and Marion counties. On February 14, 1859, she was married to Alexander B. Findley at St. Paul, in the latter county, and four years later the young couple went to Grand Ronde valley. In 1872 Mr. and Mrs. Findley began farming near Lostine, Wallowa county, and is believed to be the first white woman in that vicinity. In 1898 they returned to the Willamette valley and made a home at Cedar Mills. The remainder of their lives were spent there. The surviving children are as follows: Henry Ross Findley, Cedar Mills; Mrs. Florence Johnson, Imnaha, Or.

W. H. Colwell.

W. H. Colwell of this city, who was killed in an accident on the farm of Frank Lewis, near Mikkalo, Or., on July 31, was a well-known retired stockman of eastern Oregon. He was born at The Dalles in 1856 and was raised in the eastern Oregon country. He was married to Olive M. Clay in 1900 and with his bride made his home at Arlington until 1905, when he moved to Portland.

He is survived by his widow and one daughter, Mrs. Henry Christensen of Troutdale, and by two stepdaughters, Mrs. J. W. Pomeroy of Portland and Mrs. J. A. Black of Canton, N. C.

May Kelly.

OREGON CITY, Or., Aug. 12.—(Special.) — Funeral services for Miss May Kelly, Portland school teacher, who died in the Good Samaritan hospital, Portland, Friday afternoon and who was the daughter of Mrs. Catherine Kelly and of the late H. L. Kelly of Oregon City, will be held from St. Paul's Episcopal church, Oregon City, Monday morning at 10:30 o'clock. Rev. J. A. Cleland, rector, will officiate. Interment will be in Mountain View cemetery.

Mrs. Georgia Allen Gilpin.

THE DALLES, Or., Aug. 12.—(Special.)—Mrs. Georgia Ellen Gilpin, 20 years old, died early this morning. She was the wife of Lincoln Gilpin, one of the county's prominent ranchers. Besides her husband and an infant son, born last Tuesday, she leaves her parents, Mr. and Mrs. J. A. Covington of this city. She was born in The Dalles and received her education in local schools.

Ship Reports by Radio.

By the Radio Corporation of America.

(The Radio Corporation of America, in co-operation with the United States public health service and the Seamen's Church institute, will receive requests for medical or surgical advice through its KPH San Francisco station without cost.)

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

DILWORTH, San Pedro for Seattle, 173 miles from Seattle.

CLAREMONT, Raymond for San Pedro, 29 miles from Raymond.

SAN DIEGO, San Francisco for Tacoma, 45 miles south of Cape Flattery.

LIEBRE, Seattle for San Pedro, 148 miles from Seattle.

BARON POLWARTH, Vancouver for Portland, 90 miles from Northhead, at noon.

DAKOTAN, San Francisco for Seattle, 171 miles south of Tatoosh.

DILWORTH, San Pedro for Seattle, 128 miles south of Tatoosh.

ALBERTOLITE, Vancouver for San Francisco, 389 miles north of San Francisco, August 10.

BENAVON, Yokohama for Portland, 310 miles from Columbia river, August 10.

UNALGA, latitude 57:44 north, longitude 133:50 west.

EDMORE, Kobe for Vancouver, 2320 miles from Vancouver, August 10.

PRESIDENT MADISON, Seattle for Yokohama, 1886 miles from Seattle, August 10.

CATHERINE D., discharging at Squaw Harbor, August 10.

VICTORIA, False Pass for Seward, 160 miles from False Pass, August 10.

PRESIDENT JACKSON, Yokohama for Seattle, 1612 miles from Seattle, August 10.

NORTHWESTERN, Seward for Portlock, 10 miles from Portlock, August 10.

JUNEAU, Latouche for Uzenki, 45 miles from Kodiak, August 10.

JEFFERSON, Burnett Inlet for Moria Sound, arrived Moria Sound, 11 P. M., August 10.

SKAGWAY, at Cordova, August 10.

KETCHIKAN, Cordova for Seattle, 24 miles east of St. Elias, August 10.

U. S. S. SWALLOW, at Neah Bay, August 10.

REDWOOD, Yes Bay for Wrangell, 70 miles from Yes Bay, August 10.

CURACAO, Dutch Harbor for Seattle, 108 miles from Dutch Harbor, August 10.

HANNAWA, Portland for Yokohama, 464 miles from Columbia river, August 10.

HALEY, Seattle for Shanghai, 461 miles from Seattle, August 10.

MAUNGANUI, San Francisco for Sydney, 2200 miles south of San Francisco, at midnight, August 10.

CHICKASAW CITY, San Francisco for Yokkichi, 1026 miles from San Francisco, at noon, August 10.

NIELS NIELSEN, Yokohama for Portland, 330 miles from North Head, August 10.

PRESIDENT JACKSON, Yokohama for Seattle, 1610 miles from Seattle, August 10.

EMPRESS OF CANADA, Yokohama for Vancouver, latitude 50:37 north, longitude 159:30 west, August 10.

ORLEANS, Westport for New York, 230 miles south of San Diego, August 10.

LURLINE, Honolulu for San Francisco, 1448 miles from San Francisco, August 10.

MYRMIDON, Kanchatka for San Francisco, 1280 miles from San Francisco, midnight, August 10.

DELAGOA MARU, Yokohama for San Francisco, 1250 miles from San Francisco, August 10.

M. S. DOLLAR, San Francisco for Yokohama, 520 miles from San Francisco, August 10.

EMPIRE ARROW, San Francisco for Hongkong, 1585 miles west of San Francisco, at noon, August 10.

DEPERE, Balboa for San Pedro, 90 miles from San Pedro, August 10.

MATSONIA, San Francisco for Honolulu, 460 miles from San Francisco, August 10.

MAUI, Honolulu for San Francisco, 1585 miles from San Francisco, August 10.

ADMIRAL SCHLEY, Victoria for San Francisco, 91 miles south of Seattle.

LYMAN STEWART, Martinez for Seattle, 221 miles from Seattle.

F. J. LUCKENBACH, Astoria for Seattle, 70 miles north of Astoria.

ADMIRAL DEWEY, San Francisco for Victoria, 310 miles from San Francisco.

J. A. MOFFETT, San Pedro for Willbridge, 228 miles south of Willbridge.

YOSEMITE, San Francisco for Seattle, 15 miles south of Cape Flattery.

NORTHLAND, Roche Harbor for San Francisco, 200 miles north of San Francisco.

SANTA INEZ, Coos Bay for San Pedro, 33 miles south of Coos Bay.

EL SEGUNDO, Point Wells for Richmond, 125 miles from Point Wells.

LOCH KATHRINE, San Francisco for Seattle, 320 miles north of San Francisco.

HUMBOLDT, San Francisco for Santa Barbara, off San Francisco.

MELVILLE DOLLAR, San Francisco for Seattle, 25 miles from San Francisco.

ALBERTOLITE, Vancouver for San Francisco, 149 miles north of San Francisco at noon.

U. S. A. T. THOMAS, San Francisco for Hongkong, lat. 36.07 north, long. 127:24 west, at noon.

COL. E. L. DRAKE, San Francisco for Hilo, 2136 miles from Hilo.

CAPE ROMAIN, San Pedro for Jacksonville, 40 miles south of San Pedro.

SENATOR, San Francisco for Portland, 30 miles north of San Francisco.

SEA LION, towing log raft, Astoria for San Diego, 150 miles from San Diego.

CHARLIE WATSON, San Pedro for Tacoma, 905 miles from Tacoma.

W. S. MILLER, San Pedro for Richmond, 223 miles from Richmond.

BABINDA, San Pedro for San Francisco, 48 miles south of San Francisco.

DELCO, Columbia river for New York, 70 miles south of San Francisco lightship.

D. G. SCHOFIELD, San Francisco for Philadelphia, 200 miles south of San Francisco.

WAPAMA, St. Helens for San Francisco, 262 miles north of San Francisco.

WALTER LUCKENBACH, San Francisco for San Pedro, 80 miles from San Pedro.

H. T. HARPER, San Pedro for Portland, 195 miles from Columbia river.

CANADIAN INVENTOR, Dairen for Portland, 116 miles from Columbia river.

YOSEMITE, San Francisco for Seattle 15 miles from Cape Flattery.

By Federal Telegraph Company.

HAMER, San Pedro for Shanghai, 4244 miles west of San Pedro, 8 P. M., August 10.

WEST FARALON, orient for San Pedro, 2697 miles west of San Pedro, 8 P. M., August 10.

YORBALINDA, noon, San Pedro for Tokuyama, 2450 miles from Tokuyama, August 10.

HANNAWA, Portland for Yokohama, 464 miles west of Columbia river, 8 P. M., August 10.

FRANK G. DRUM, Honolulu for San Francisco, 545 miles from San Francisco.

ECUADOR, New York for San Francisco, 2565 miles south of San Francisco, 8 P. M., August 10.

VENEZUELA, San Francisco for New York, 2550 miles south of San Francisco, 8 P. M., August 10.

PRESIDENT MADISON, Seattle for Yokohama, 1886 miles west of Seattle, 8 P. M., August 10.

PRESIDENT JACKSON, Yokohama for Seattle, 1610 miles west of Seattle, 8 P. M., August 10.

PRESIDENT WILSON, Yokohama for San Francisco, 126 miles west of Honolulu, 8 P. M., August 10.

LABREA, San Francisco for San Pedro, 36 miles north of San Pedro.

W. F. HERRIN, Portland for Monterey, 14 miles from Monterey.

FRED BAXTER, San Pedro for Vancouver, 350 miles from San Pedro.

FRANK H. BUCK, San Pedro for Avon, 115 miles from Avon.

CUBA, San Francisco for Cristobal, 381 miles south of San Francisco.

WEST CHOPAKA, San Pedro for San Francisco, 100 miles south of San Francisco.

YALE, San Pedro for San Francisco, 70 miles north of San Pedro.

EVERETT, San Pedro for San Francisco, 260 miles south of San Francisco.

HARVARD, San Francisco for San Pedro, 70 miles south of San Francisco.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 11.—Maximum temperature, 68 degrees; minimum, 57 degrees. River reading, 8 A. M., 5.1 feet; change in last 24 hours, 0.4 foot fall. Total rainfall (5 P. M. to 5 P. M.), 0.8 inch; total rainfall since September 1, 1921, 37.41 inches; normal rainfall, 44.70 inches; deficiency of rainfall since September 1, 1921, 7.29 inches. Sunrise, 5:07 A. M.; sunset, 7:25 P. M. Total sunshine August 11, 7 hours 10 minutes; possible sunshine, 14 hours 18 minutes. Moonrise Sunday, 10:09 A. M.; moonset Sunday, 11:03 A. M. Barometer (reduced to sea level) at 5 P. M., 30.11 inches. Relative humidity at 5 A. M., 78 per cent; at noon, 77 per cent; at 5 P. M., 74 per cent.

THE WEATHER.

STATIONS.	Minimum temperature.	Maximum temperature.	Precipitation past 24 hours.	Wind Velocity.	Wind Direction.	Weather.
Baker	54	64	0.10	10	NW	Clear
Boise	62	82	0.00	12	NW	Clear
Boston	60	64	0.22	..	NE	Rain
Calgary	52	...	0.00	..	..	....
Chicago	68	80	0.00	..	E	Clear
Denver	62	92	0.00	18	S	Pt. cloudy
Des Moines	64	84	0.46	..	SE	Clear
Eureka	54	64	0.02	12	NW	Clear
Galveston	78	86	0.00	..	E	Clear
Helena	58	76	0.00	16	SW	Pt. cloudy
Juneau†	..	*62	0.00	..	..	....
Kan. City	68	88	0.00	..	N	Clear
L. Angeles	68	90	0.00	..	W	Clear
Marshfield	54	70	0.08	..	NW	Clear
Medford	..	74	0.00	12	NW	Pt. cloudy
Minneap's	62	84	0.00	10	SE	Clear
N. Orleans	74	88	0.40	..	E	Pt. cloudy
New York	64	66	0.04	10	N	Cloudy
North H'd	56	64	0.05	..	W	Cloudy
Phoenix	78	108	0.00	..	SW	Clear
Pocatello	62	86	0.00	..	NW	Clear
Portland	57	68	0.08	..	N	Rain
Roseburg	52	72	0.16	..	NW	Cloudy
Sacram'to	60	88	0.00	12	S	Clear
St. Louis	70	86	0.00	..	N	Clear
Salt Lake	68	94	0.00	..	SE	Pt. cloudy
San Diego	68	82	0.00	..	W	Clear
S. Franc'o	54	68	0.00	18	W	Clear
Seattle	56	64	0.14	..	NW	Rain
Sitka†	..	*68	0.00	..	..	....
Spokane	58	70	0.02	12	SW	Pt. cloudy
Tacoma	..	64	0.22	..	SW	Cloudy
Tatoosh Is.	54	60	0.12	10	SW	Pt. cloudy
Valdez†	..	*58	0.00	..	..	....
Walla W'a	54	70	0.88	..	SW	Pt. cloudy
Washing'n	62	72	0.00	..	E	Cloudy
Winnipeg	60	86	0.00	..	NE	Clear
Yakima	46	76	0.02	..	SW	Pt. cloudy

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

FORECASTS.

Portland and vicinity—Generally fair; warmer; westerly winds.

Oregon and Washington—Generally fair; warmer; moderate westerly winds.

C: 102.2