CLAY PRODUCTS COMPANY'S SITE IS ARRANGED FOR

Final Details Settled at Meeting of Officers of Company and Vancouver Port Body.

LEASE IS FOR THIRTY YEARS

Project Is Said to Be Considerably Larger Than It Was First Believed That It Would Be.

Vancouver, Wash., July 12.—At a meeting today of the officers of the Daily Clay Products company, members of the port of Vancouver commission, W. Foster Hidden, A. J. Davidson, federal manager of the S., P. & S. railroad, and the chief engineer, the right of way engineer and other representatives of the railroad, all final details were settled with regard to the acquiring of the industrial site east of the garrison.

The deed has been prepared by which the port commission acquires title of 27.8 acres of land, just east of the government reserve and south of the S. P. & S. right of way. This tract has a water frontage of 2600 feet and extends back from the river an average depth of 800 feet.

A. L. Haley, engineer for the Dailey Clay Products company and employed by the port commission to look after its engineering interests, submitted plans for the desired route of the S., P. & S. spur, which is to be constructed to the manufacturing site, and the further development of the yard facilities, all of which were approved.

DEVELOPMENT BEGINS

The company is beginning the development of its factory site in earnest, and it is now rumored that they have taken an option on an additional 10 acres for future development.

The Puget Sound Bridge & Dredging company's dredge, Tacoma, started today for this city, to make the necessary fill preliminary to actual construction of the company's buildings. This dredge is in charge of J. C. Greeley, who is in the city arranging for setting the dredge to work immediately upon its arrival. The Tacoma is one of the company's largest dredges, capable of displacing 10,000 yards of sand in 24 hours. It will require but a short time to make the necessary fill.

GRANTED 30 YEARS' LEASE

The Dailey Clay Products company gives promise of developing into a much larger concern than was at first anticipated. The first unit to be built will be the utility plant. This building will be 60 by 150 feet, and included in the first unit will be seven kilns. The second unit will be the refractory plant, a building about 600x300 feet, with 20 additional kilns. The third unit, or electrical products plant, will be about the same size as the second unit. The specialty plant will be of similar size. In addition will be warehouses and the general offices. The utility plant will be of frame construction, while the other buildings, it is said, will be built of brick.

The company has been granted a 30-year lease on the site at a nominal rental of $1 per year.

WELCOME HOME ASSOCIATION AT VANCOUVER IS LAUNCHED

Vancouver, Wash., July 12.—At a meeting held Friday at the Soldiers' club the Clarke County Welcome association was launched.

The object of the organization is to provide a suitable welcome to returned soldiers. The movement is being fostered by the war camp community service. Represented in the move are all fraternal organizations, civic bodies, labor unions and the various Vancouver churches.

A committee, composed of E. H. Wright, E. J. Clauss and S. Edwards, appointed to suggest plans for a celebration, reported, and their plans were approved.

It is planned to hold a two-days' celebration, August 31 and September 1. Sunday's program will consist of a band concert and community sing in the city park, preceded by a parade in which all the Sunday schools and other schools of the county will participate. A religious discourse will follow.

Monday's program will be contingent on actions of the various unions. Another meeting of the various delegates will be held Friday evening. All interested are asked to attend.

Jerome S. Mann Is Again Acquitted In Federal Court

For the second time in a few weeks the government Saturday failed to sustain its indictments against Jerome S. Mann, former cashier of the First National bank of Linnton, Or. A jury in Federal Judge Bean's court Saturday morning returned a sealed verdict of not guilty, after eight hours of deliberation on the case, in which Mann was charged with misapplying funds of a national bank.

J. Al Pattison, a co-defendant with Mann under the same indictment, pleaded guilty when the case was opened and is awaiting sentence. He was a material witness for the government in the case against Mann.

Pattison, his brother, George, C. V. Cooper and Mann are defendants under a third charge, which will be set for trial, in which it is alleged they conspired to defraud a national bank.

Testimony submitted at the first Mann trial, in which he was found not guilty of falsifying an entry in a report of the bank's condition to the comptroller of the currency, and in the trial ended late Friday, indicated that Mann had been the innocent dupe of Pattison, a much older and more widely experienced person.

Douglas County Boy Shows Enterprise

Oregon Agricultural College, Corvallis, July 12.—Morris Black of Reedsport, in Douglas county, is one of the most enterprising calf club workers in the state, according to L. R. Allen, state pig club worker at the college. He will exhibit at the local fairs in Douglas county, at the State fair at Salem and also at the Pacific International fair in Portland.

Judge Lovett Criticizes Proposed Rail Solution

New York, July 12.—Judge Robert S. Lovett, president of the Union Pacific Railroad system, has prepared a memorandum to be forwarded to members of congress, containing comments on certain methods suggested for solving the railroad problem, together with his own suggestions as to a sound solution. The memorandum will be placed in the hands of congress the first of next week. That portion of the memorandum dealing with criticisms of certain proposed plans is made public today and is in part as follows:

There is insistence by eminent authorities that all the railroads of the country should be consolidated into a few large systems—from 12 to 25 in number—in order that the weak may be supported by the strong.

Instead of improving the credit of the weak road the only effect of the project, as it appears to me, would be to impair the credit of the strong road. The inevitable effect would be to reduce the average of the credit of all the railroads.

Congress has no right to compel one corporation to consolidate with another. It may give one the right to acquire the property of the other by condemnation, but it must pay for it, and (here is the difficulty) pay for it in cash.

Congress has no power to compel the stockholders of the railroads to be absorbed, to accept in exchange the stock of one of the dozen or more companies which are to absorb. When these absorbing companies acquire the railroads assigned to them, they must pay the value in cash to all who demand cash. Whether this will be few or many, no one knows. It is certain that many will demand cash; and then it must be provided if the transaction is to be accomplished.

The "underwriting" of a fabulous amount must be provided. Since no one will know in advance how many will demand cash instead of new securities, the underwriting must be for the entire amount. Will congress appropriate the billions necessary?

Have we bankers enough to provide the money except through a series of years? And what will happen to the financial welfare of the country in the meantime and what will the money cost?

CONSOLIDATIONS TOO BIG

My judgment is against the consolidation of all the railroads of the country into a few companies, because I believe the companies would be too large and unwieldy for efficient and economical management.

I believe the railroad executives generally will agree that railroad systems may be made too big—that there are limits beyond which a railroad system should not, in the interest of economy and efficiency, be extended by consolidation with or acquisition of other lines.

I believe that the absorption of some of the weak lines by the strong lines, upon fair terms, should be promoted, but competition in service and facilities should not only be preserved, but should be extended and no consolidation should be permitted which in substantial degree eliminates such competition.

I believe that the existing railroad systems should be taken as a basis, and such consolidation as is desirable should be built up on that basis.

POOLING OF NET EARNINGS

Another and much advertised and discussed method for solving the problem is, in substance, that the interstate commerce commission shall divide the railroads of the country into territorial or traffic groups and take the "properly invested" account or book value of all the railroads in each group, and establish rates for that group sufficient to yield say 6 per cent, or some other specified return, on such investment or book value of each group.

Undoubtedly this would result in a much higher yield than the average, for the efficient roads, and much lower than the average for the inefficient, just as has always been the case in the past.

But it is proposed, as a part of this plan, that the most efficient roads shall be limited to the average and their earnings in excess of the average shall be set aside for the benefit, in some form, of the unprofitable roads that earn less.

However disguised and in spite of all the refinement of draughtsmanship and legal expression, the substantial object sought is to take, directly or indirectly, from the stockholders of the prosperous roads net earnings of their properties and give the same to the security holders of the weak roads.

Let us consider first who is to suffer and who is to benefit by this arrangement. The stocks of the prosperous roads—that is, dividend payers—are widely scattered. They afford the only income and literally the only means of subsistence of hundreds of thousands of people in this country. They are thus held because they pay dividends.

The poor, who require a return from their savings and who must have some income, cannot and generally do not buy railroad stocks that have not paid dividends.

The stocks of the inefficient roads most generally, I believe, are held by small groups, very often by syndicates that accumulated them for speculation or got them in some reorganization and are holding them with the hope that something will turn up that will let them out without loss or give them a speculative profit.

CONSTITUTIONAL REQUIREMENTS

But I submit that congress is without power to take the net earnings belonging to the stockholders of one railroad company for the benefit of the security holders of another railroad company. It would be a denial of due process of law and would also be the taking of private property for public use without just compensation, contrary to the fifth amendment of the federal constitution.

The regulation of the business and operations of the carriers and of the rates they shall charge is one thing; the seizure and appropriation of the net revenue of the carrier, realized under rates which the government prescribes, is a very different thing.

One is within the power of congress and the agencies that it creates; the other is the giving of one company's and one stockholder's property to another company and other stockholders against constitutional guaranty and without due process of law.

But, aside from the constitutional objection, the project is grossly unfair to the owners of the efficient roads, and also to the public. It means that the non-paying, inefficient roads shall be made to pay, but this must be either at the expense of the stockholders of the good roads or of the public, or both.

RATE QUESTION INVOLVED

Whenever the question of value becomes material in railroad regulation, no reason is apparent why common sense should not be allowed to sway, just as in other cases.

A railroad is worth what it will earn, and the average of its earnings during a series of average years ought to be a fair guide under the conditions then existing. If this is not taken, then there can be no hard and fast rule.

A hard and fast rule would be convenient, but any that deprives the owner of the value of his property as reflected by its net earnings is unjust and ought not to be adopted.

But the earnings of the property depend in large measure upon the rates the owner is allowed to charge, and it is suggested that these rates in turn may be fixed by the government, and that is true. Let us apply this to the present situation. Railroad rates have been under congressional regulation since 1887. True, that for a number of years the regulation was little more than nominal, and there were rebates and secret rates, and ratecutting in various forms. But all will agree that rebates and secret rates stopped in 1906. Since 1906, at least, railroad earnings have been open to the public, and the commission has had power since that year and has effectively exercised the power to reduce rates when found too high. Everyone seems to be estopped, therefore, to claim that the railroad rates in this country, or in any substantial territory, or on any important line, have been too high. The fact is that they have been too low.

Under this system of rates railroad values worked themselves out. Roads that had earning capacity demonstrated it, and those that had little earning capacity also demonstrated that, and under rates for which the government was responsible.

The securities of the good roads were bought and sold at high levels of prices, and the securities of the inferior roads were bought and sold at lower levels, and thus they are held by investors today.

The prices of these securities are the evidence of the popular judgment of the relative value of these railroads and are the best evidence of such value.

How can the government, consistently with fair dealing, question the value of the railroads as demonstrated through many years by rates established by or under the regulation of its own agencies?

GOVERNMENT GUARANTY

Many financiers and railroad men believe that a guaranty of dividends or some definite return on the money invested in railroads is necessary in order to reestablish faith in the railroad securities now constituting such an important part of our financial structure, and induce the investment of the additional capital necessary to provide the railroad facilities which are required.

Undoubtedly the guaranty by the government of a reasonable return upon the full value of railroad property would be satisfactory to those who consider the problem only from the standpoint of the investor.

But that is impracticable, because it is not believed that the government, as a permanent policy, would guarantee the railroad owners a fair return upon the full value of their property and leave the management in their hands, taking all of the risk and none of the profits; whereas, if the government should take the excess above the guaranty, then it would cease to be a guaranty, and all incentive to competition and economy by the private management would be eliminated.

I fancy that the people would prefer to come directly to government ownership, unpopular though it is.

It has been urged, however, that a small return—something less than the full value—should be guaranteed in order to furnish the company financial credit, while still leaving the incentive to competition and economy.

I am afraid that plan would not accomplish the object. The guaranty of a return of two or three or four per cent upon the value of a railroad might be comforting to the first mortgage bond holders, or the holders of other bonds now outstanding, who would have the first claim upon the fund.

But how would it help the corporation to raise more money, which is the object desired? Of what benefit would a government guaranty of two or three or even four per cent upon the value of the Pennsylvania railroad, or the New York Central railroad, or the Baltimore and Ohio railroad, or the Rock Island railroad, or most any other railroad, be to those companies?

How would it assist them in raising money, since the guaranty would not be sufficient to pay the interest on bonds already outstanding and secured by prior liens?

It would make doubly secure what is already abundantly secured.

OTHER DIFFICULTIES

But it would afford no collateral for new issues nor secure new loans. On the contrary, I believe it would be distinctly detrimental to the company in securing new money, because of the inevitable tendency that such guaranty would have to prompt government officials to interfere and endeavor to shape the policy of the company to extreme conservatism, in order to guard against the possibility of the government being called upon to meet the guaranty.

Moreover, as time passed, the public would be more and more inclined to regard the amount of the guaranty as the measure of the return to which the railroad company was entitled, and in every rate hearing the government guaranty would be dwelt upon by those opposing increases or seeking reductions in rates as the government's judgment of what the company was entitled to earn.

The importance of reestablishing railroad credit cannot be overestimated; but, nevertheless, I am persuaded that no guaranty short of a return upon the full value of railroad property will be helpful to that end, and that a guaranty of full value is not practicable without government operation; and, as indicated at the outset, I regard that as beyond present discussion.

Mr. Lovett's suggestions for a solution of the railroad problem will be published tomorrow.

Temporary Notes of Ford Motor Company Are Offered Here

An issue of $75,000,000 Ford Motor Car company notes was made Saturday through a syndicate of which the Lumbermens Trust company of this city is a member. The obligation is to be in the form of the company's promissory notes, maturing in 90 days or less and to be discounted at the prevailing market rates for commercial borrowings.

The notes are being offered on a 5½ per cent basis. This is the first time the Ford Motor Car company has borrowed money in this way. Certain adjustments which the company is making necessitated the financing.

Plans Completed for Residence

Plans have been completed by R. L. Bailey for the construction of a residence at 1344 E. 29th st., between Tollman and Bybee, for H. C. Melby. A building permit issued to Mr. Melby. A day afternoon calls for the expenditure of $6000 on the place. Several other residences are being planned in this neighborhood.

'COLUMBIA BASIN RATE WEEK' IS TO BE WELL OBSERVED

Importance of Subject Will Be Impressed at All Luncheons of Civic Clubs During the Week.

TWO PROGRAMS ARRANGED

Chamber of Commerce, Monday, and Rotary Club, Tuesday, Announce Their Speakers.

This is "Columbia Basin Rate Week."

Suggested by Henry L. Corbett, president of the Chamber of Commerce, it will be observed by all the business clubs that hold noonday meetings.

The theme of all the discussions will be the intensely important reasons why Portland sentiment should unitedly support the contest for recognition of the Columbia river water grade.

On July 21 three members of the interstate commerce commission will preside over the hearing of the petition for a lower rate via the Columbia water grade routes than by way of the northern mountain routes. Before the hearing begins it is keenly desired that every Portlander shall know the stake of the Columbia basin in the success of the fight.

TWO PROGRAMS ANNOUNCED

Programs have been announced by two of the organizations. On Monday before the members' forum of the Chamber of Commerce the speakers will be City Attorney Walter P. LaRoche and B. F. Irvine, associate editor of The Journal. On Tuesday, before the Rotary club the speakers will be City Attorney LaRoche and H. B. Van Duzer, vice president of the Chamber of Commerce.

Although the Ad club on Wednesday is to visit the site of the new building for the Pacific International Livestock Exposition at the Portland Union Stockyards, the importance of the rate action to the business of the ports of the Columbia will be emphasized.

OTHER CLUBS IN LINE

The Progressive Business Men's club will present on Thursday a strong program in support of the justice of the Columbia basin's cause, announced Ira L. Riggs, president of the club. The Realty Board, Kiwanis club, City club and East Side Business Men's club are expected to arrange programs. At the last meeting of the City club Mr. LaRoche made the assertion that if the railroads connecting the Inland Empire with the Pacific Northwest seaboard were all owned by the same corporation, the greater cheapness of freight movement would cause them, for business reasons, to send the trains almost exclusively by way of the Columbia route, rather than over the high, hazardous and costly mountain routes.

COLUMBIA BASIN ASKS FOR RIGHTS

(Continued From Page One)

to 28. One of the court rooms in the county courthouse will be used.

An order has recently been issued continuing the hearing in Seattle, who are their municipal opponent of the rights of the Columbia basin, and the issue will be opened there on July 28.

LEGAL TALENT FORMIDABLE

A formidable array of legal talent will represent the petitioners, intervenors and defendants in the action.

The Inland Empire Shippers' league, which offered the original petition for a rate to and from the inland empire, on the cost of transportation, will be represented by former Governor Oswald West, aided by Edward Ostrander, traffic expert.

Portland's interest will be championed by four different bodies, the Portland Traffic & Transportion association, the Portland Chamber of Commerce, the Commission of Public Docks and Port of Portland commission. Portland asks for a rate to and from the Inland Empire less than between Puget Sound and the Inland Empire. The Portland Traffic & Transportation association and the Chamber of Commerce will be represented by Joseph N. Teal, W. C. McCulloch and R. MacVeagh, aided by J. H. Lothrop, rate expert. The Commission of Public docks will be represented by Portland's city attorney, W. P. LaRoche and Gus C. Moser will probably represent the port commission.

Vancouver and Clark county, Wash., appear as intervenors friendly to the position of Portland, asking that any order benefiting this city may be applied also to the neighbor community on the north bank of the Columbia. Clark county will be represented by W. E. Yates, the City of Vancouver by William C. Bates, the Port of Vancouver by A. L. Miller and the Vancouver Commercial club by E. N. Livermore.

LOWER RATE JUSTIFIED

The Oregon Public Service commission has filed a petition insisting that lower transportation cost and shorter distances justify a lower rate between Portland and the Inland Empire than between the Inland Empire and Puget Sound. Attorney General George M. Brown and J. O. Bailey, assistant attorney general for Oregon, will represent the public service commission.

Several of the interior cities will be represented directly. The Pendleton Commercial association, of which George C. Baer is president and C. K. Cranston is secretary, will probably be represented by Roy Raley. Kennewick, Wash., intervening on the side of Columbia basin interests, will be represented by the law firm of Moulton and Jeffery.

Spokane has filed two petitions, appearing in one of them as a "friendly neutral" and asking the benefit of any order recognizing the water grade, and in the other claiming there is discrimination in the rates between Spokane and water grade interior points.

PUGET SOUND OPPOSES

The interstate commerce commission has chosen to receive the second petition as an original action, probably to be heard in conjunction with the main Columbia basin issue. The Spokane Merchants association, which is the active petitioner, will be represented by J. B. Campbell, who is also a shippers' representative on the district freight traffic committee of the railroad administration.

Seattle, Tacoma and the Washington Public Service commissioners are the unfriendly intervenors against the interest of the Columbia basin.

These two cities contend that the parity of rates between the mountain and water grade routes has existed so long, and transportation movement has become so firmly established thereby, that to make a change would be more harmful to them than beneficial to the Columbia basin and ports of the Columbia. The city of Seattle will be represented by Walter F. Meier and Thomas J. L. Kennedy. Preston, Thorgrimson and Turner will represent the Port of Seattle and S. J. Wettrick the Seattle Chamber of Commerce and Commercial club.

The City of Tacoma will be represented by U. E. Harmon, the Port of Tacoma by Homer T. Bone, the Tacoma Commercial club and Chamber of Commerce by Scott Z. Henderson and J. T. S. Lyle. Jay McCune, traffic manager of Tacoma commercial organization and shippers representatives on the district freight committee, will probably be active in the case.

The Washington Public Service commission which has taken a position in favor of the contentions of Seattle and Tacoma, neglecting the interests of the Columbia basin portions of Eastern Washington, will be represented by L. L. Thompson, assistant attorney general for Washington, and Hance H. Cleland, assistant attorney general.

The defendants in the Columbia basin rate case are Walker D. Hines, director general of the United States Railroad administration, the O-W. R. & N., Northern Pacific, Great Northern, C. M. & St. P., S. P. & S., Camas Prairie railroad, Spokane & Inland Empire railroad, Washington, Idaho & Montana railroad and the Puget Sound & Willapa Harbor railroad.

RAILROADS REPRESENTED

The railroad administration and the railroads will be represented by C. A. Hart and Arthur C. Spencer. Because of the unusual interest in the issue, it is considered probable that other railroad counsel will be in attendance if not actively participating.

As yet, the City of Astoria is not represented in the action, but, it is said, will be by the time the hearing begins. Astoria is said to fear that if Portland is granted a lower rate, then the Washington Public Service commission will equalize it with an order for a lower rate between Eastern Washington and Puget Sound. For a long time Astoria paid a rate from the Inland Empire 90 cents a ton higher than the rate paid by either Puget Sound or Portland. By order of the interstate commerce commission, Astoria was placed on a parity with Puget Sound and Portland, nor did Portland appear in the action or seek to resist the order.

FEDERAL BODY SUPERIOR

That the decision of the Shreveport case by the United States supreme court should set at rest Astoria's fears that the old situation might be reconstructed on a lower plane is pointed out by a number of those who have studied the matter. In the Shreveport case, the supreme court ruled that the authority of the federal rate regulating body is superior to that of state rate regulating bodies and that the orders of the latter cannot stand in the way of the orders of the former. This decision is said to point very clearly that the Washington commission will not be allowed to nullify the purpose of an order if granted by the interstate commerce commission, recognizing the water grade.

WILSON BROS. CO. TO LAUNCH LAST VESSEL ON WAYS IN AUGUST

Other Contracts in Astoria Shipyards Are Cancelled by Fleet Corporation.

Astoria, July 12.—According to an announcement today by the Wilson Bros. Shipbuilding company, the company's last hull, the Egeira, will be launched early in August. It is a converted barge type hull. Other contracts at the McEachern, Rodgers and Wilson yards have been cancelled by the fleet corporation and no word has been received as to their ultimate disposition.

A peculiar situation exists at the Port of Astoria docks, where the Rodgers shipyard is located. Recently the port awarded a contract to the Foundation Construction company to erect the third pier at the dock at a cost of approximately $1,000,000. With hulls on the ways cancelled by order of the Emergency Fleet corporation, the Rodgers shipyard occupies the shore end of the property upon which the new pier is to be constructed. Within two months after the new pier is started it will be impossible for the company to launch its west hull, should the fleet corporation order it completed. The east hull could be launched only with difficulty. The government has been urged to hurry up the action of the cancelled contracts without result. The hulls as they stand today represent a value of approximately $300,000.

During the past month more than 150 cars of coal were unloaded at the port dock. Many firms, which have been coaling their vessels on Puget Sound, are now sending them to Astoria. The Columbia River Coaling company, which has the contract for coaling Emergency Fleet corporation boats, has selected Astoria as its coaling port.

The Port of Astoria will, within a few days, start the work of laying the tracks for the belt line railway on Astor street. The tracks will be laid from the city limits to Tenth street, and will form another link in the publicly owned railway which is to encircle the whole city along the waterfront and to allow all railways free ingress and egress to Astoria. At the present time the belt line tunnel is being pushed through the McEachern shipyards property from both sides of the yard. When the tunnel is completed the belt line railway will continue to the paper company's plant by a trestle.

Portland Officer Doing Fine Work

Word of the doings of Lieutenant Martin S. DeMuth in Camp Pontanezen, Brest, France, has come to Portland by means of the small newspaper published by soldiers in the camp. Lieutenant DeMuth, who gained a reputation for his artistic drawings for the Cardinal, the student publication at Lincoln high school, is now constructing a theatre for the amusement of the boys in the camp as well as those who pass through on their way to ships for embarkation to the States. Lieutenant DeMuth is serving with the Eighth infantry, having been commissioned at the first training camp at the Presidio.

All control over ocean freight rates was relinquished Thursday by the United States shipping board.

NORWAY TO HOLD AN EXPOSITION OF AMERICAN GOODS

Oregon Producers Likely to Take Advantage of Opportunity to Place Products Before Europe.

CHANCE FOR TRADE SEEN

Chamber of Commerce and Other Civic Organizations Lining Up in Support of a Display.

Oregon's trade message to the countries of Northern Europe may be delivered in concrete form at the forthcoming "Made-in-America" products exposition at Christiania, Norway. Figuratively speaking, the exposition will give local manufacturers and producers of foodstuffs opportunity to shake hands with the consumers of the Scandinavian lands, representatives of which are now guests of Portland on an extensive trade excursion.

A. C. Callan of the Pacific International company of Portland, and J. Fred Larson, vice president of the firm, who recently returned with the travelers from overseas, are heartily in favor of having Oregon participate in the display, which is to be staged at Christiania September 10 to 24 next. The Portland Chamber of Commerce and other civic organizations are lining up in behalf of the movement.

NORWAY TAKES INITIATIVE

The general plan of the exposition has already been developed, the cooperation of the chambers of commerce throughout the United States and the government as well having been sought. Norway has taken the initiative in launching this exposition, which is destined to prove of great value to American manufacturers, it is said.

Approval of the exposition idea has been given by the American minister at Christiania, who has recommended the project and America's participation in it, to the state department at Washington.

Close observers of the overseas situation declare that now is the propitious time for America to reach out for the big volume of trade with the Scandinavian countries.

CREDITS ESTABLISHED HERE

"Credits running into the hundreds of millions of dollars have been established in American banks," says Julius Moritzen, in the Scandinavian Trade Outlook. "This money is made available for Scandinavian importers. Russia, even in its present chaotic state, must have goods from somewhere, and the Scandinavian countries, knowing of the needs, are anxious to purchase enormous quantities of American goods to supply these markets in the Baltic territory.

"It is very apparent that today Scandinavia rises as a new and important factor in American foreign trade. A thing to be considered is that in the Scandinavian countries the English language is looked upon as the proper business medium."

FREIGHT RATES ANNOUNCED

Portland's New Steamship Line Gives Prices on Commodities.

Announcement has been made by Portland's new European steamship line, the Columbia Pacific Shipping company, of freight rates on various commodities which will likely be shipped from this port to Europe. The first steamer for the new service is expected to arrive in Portland late this month and sail for Europe about August 1.

The lowest rates are effective to London and Liverpool and a 25 cent per hundred pound increase is effective on each of the following three classes in order: Class 1, Bordeaux, Havre, Antwerp and Rotterdam; class, Copenhagen and Gothenberg, and class 3, Stockholm.

Add 25 cents to the London, Liverpool rates for class 1, 50 cents for class 2 and 75 cents for class 3. Following are the rates on London and Liverpool per 100 pounds:

Canned goods, $1.80; dried beans, $1.80; dried fruit in boxes, $2.00; dried fruit in sacks, $2.10; fruit kernels, $2.00; Honey, $2.10; Cascara bark, $2.25; wool in grease in compressed bales, $8.20; wool scoured in compressed bales, $8.20; hops in compressed bales of 22 pounds per cubic foot, $2.30; pencil slats crated, $3.25.

Lard, $2.90; cocoanut and peanut oil in barrels, $2.20; dried salted meats, $3.35; pickled meats, $3.65; oil meal and oil meal cakes, $1.75; tallow, $2.35; sugar, refined, $2.00; rice, $1.75; rice flour, $1.90; wheat flour, $1.90; wood pulp, $2.50; box shocks, $3.00, and hops in bales, $3.25.

BIG PARTY GOING ABROAD

Twenty-five Going From Portland to Look Up Relatives in Europe.

Twenty-fire Portland people, the largest party to leave the city of Portland since the termination of the war, will sail from New York on the White Star line August 2, according to Dorsey Smith, manager of The Journal Travel bureau. They have booked passage on the steamer Adriatic.

All of the Portland travelers are making the trip abroad for the special purpose of looking up relatives and friends for whose safety they were concerned as a result of the great war.

Normal tourist travel will not get into full swing to the European countries until next fall and spring, says Mr. Smith.

Following are the names of those who have secured passage on the steamer leaving New York August 2:

Miss Marjorie and Miss Agnes Moore, 6916 Sixty-first avenue southeast; Miss Annie Tarleton, 614 Jackson street; Malcolm Isbister, 567 Albina avenue; F. W. Steer, wife and children, Vancouver, Wash.; Mrs. Alfred Johnson and two children, 265 Sixth street; Horace Tomlinson, 331 West Seventeenth street; Mrs. L. Butterfield and daughter, 1275 East Morrison street; Edward E. Devlin, 171 Stanton street; H. P. Justice, Husum, Wash.; Mr. and Mrs. Shepherd, Mr. and Mrs. Arthur W. Mee, Marshall Ward, wife and daughter, 655 Kearney street.

Line to Havana Proposed

That a steamship line operating from North Pacific ports to Havana, Cuba, direct could be made a paying proposition, is the belief of J. Nelson Polhamus, general manager of the Atlantic Trading company of Havana, who has just visited Portland in the interests of his firm. He declared, after investigating the local field, that such a line, operating through the Panama canal and including New York as a port of call, would be justifiable from a freight earning point of view. While in Portland, Mr. Polhamus sought connections for the shipment of canned goods, lumber and other products.

25 SHIPS SALE WITH FOOD

Statement Shows Portland's Water Shipments of Wheat and Flour.

Twenty-five vessels laden with wheat and flour cleared from the Columbia river for the Atlantic coast and Europe from January 1 to June 30, says a report issued by the Merchants' Exchange. Of the steamers which have sailed already, all but two or three are Portland built ships.

The West Harlan, which sustained damage when the vessel struck a rock in the Columbia river while proceeding to sea with wheat valued at $654,000, has been ordered to the drydock for repairs. Her place will be taken by the steamer Mount Evans. Crews of longshoremen are engaged in transferring the cargo of wheat.

Following is the list of the ships which have sailed foreign:

January 2—Belfort, 22,854 barrels of flour, valued at $328,640.

January 16—West Cobalt, 79,167 barrels of flour, valued at $870,837.

January 17—Edgefield, 96,057 barrels of flour, valued at $1,056,627.

January 25—Callabassas, 33,781 barrels of flour, valued at $327,810.

January 27—West Wauna, 81,198 barrels of flour, valued at $811,980.

January 31—West Waumeka, 81,198 barrels of flour, valued at $821,370.

February 9—West Compo, 82,266 barrels of flour, valued at $822,660.

February 18—West Corum, 82,701 barrels of flour, valued at $827,010.

March 9—West Harcuver, 85,939 barrels of flour, valued at $842,202.

March 10—West Modus, 84,252 barrels of flour, valued at $825,690.

March 21—West Imboden, 46,063 barrels of flour, valued at $449,114.

April 17—West Togue, 78,112 barrels of flour, valued at $781,120.

May 4—West Tacock, 79,615 barrels of flour, valued at $875,675.

May 16—West Hargrave, 80,415 barrels of flour, valued at $884,565.

May 17—Colcestt, 85,306 barrels of flour, valued at $938,360.

May 19—West Nohno, 80,309 barrels of flour, valued at $883,399.

May 25—Steadfast, 334,062 bushels of wheat, valued at $818,452.

May 30—West Totant, 79,364 barrels of flour, valued at $845,226.

June 2—West Quechee, 72,927 barrels of flour, valued at $776,672.

June 8—West Cherow, 76,900 barrels of flour, valued at $819,085.

June 24—West Ashnaway, 241,699 bushels of wheat, valued at $592,162.

June 15—Cascade, 224,686 bushels of wheat, valued at $551,502.

June 18—City of Eureka, 240,089 bushels of wheat, valued at $588,216.

June 26—West Celeron, 85,507 barrels of flour, valued at $910,650.

All of the wheat and flour shipments were made under the auspices of Grain corporation of the food administration.

Will Load Bulk Cargo

Astoria, July 12.—The Emergency Fleet steamer West Islay, which arrived here this morning, will begin loading a cargo of bulk grain Monday. Heretofore the grain shipped from this coast to Europe has been sent in sacks, thus this will be the first cargo of the kind taken from the Pacific Northwest to Europe.

News of the Port

Arrivals July 12

Washtenaw, American steamer, from Port San Luis; oil.

Boxbutts, American steamer, from trial trip.

Departures July 12

J. A. Chanslor, American steamer, for Gaviota; ballast.

Klamath, American steamer, for San Francisco; passengers and lumber.

Tides at Astoria Monday

High Water	Low Water
1:55 a. m...8.6 feet	9:02 a. m...-0.8 feet
3:11 p. m...7.4 feet	9:10 p. m... 2.7 feet

DAILY RIVER READINGS

STATIONS	Flood Stage	Height (in feet)	Change in last 24 hours	Rainfall in last 24 hours
Umatilla	25	12.7	0	0.00
Albany	20	1.7	0	0.00
Salem	20	1.1	0	0.00
Oregon City	12	2.8	*0.2	0.00
Portland	15	10.8	-0.2	0.00

* Rising. — Falling.

AT NEIGHBORING PORTS

Astoria, July 12.—Sailed at 11 last night, steamer W. F. Herrin, for San Francisco. Left up at 11 last night, steamer Washtenaw, from Port San Luis. Arrived at 7:30 a. m., steamer West Islay, from Seattle. Arrived down at 9:30 and sailed at 11:30 a. m., steamer West Noska, from trial trip. Sailed at noon, steamer Daisy, for Coos Bay. Sailed at 2 p. m., steamer J. A. Chanslor, for Gaviota. Arrived at 2:30 p. m. and left up, Steamer Atlas, from San Francisco.

San Francisco, July 12.—Arrived—Steamer Willamette, from San Pedro for Portland. Sailed at 2 a. m.—Steamer F. S. Loop, for Portland.

Balboa, July 11.—Arrived—Steamer Ahala, from Portland, for West Hartlepool.

New York, July 11.—Arrived—Steamer Bushong, from Portland, 25 days out.

San Pedro, July 11.—Sailed—Steamer Santiam, for Columbia river.

Seattle, Wash., July 12.—(I. N. S.)—Arrived: Admiral Schley, from Southeastern Alaska, via Ocean Falls, at 5:45 a. m. July 11—Arrived: Alaska, from Southwestern and Southeastern Alaska, at 8:40 p. m.; Richmond, from San Pedro, via Point Wells, at 8 p. m.; Wakena, from Powell river, via Vancouver; Arvox from Tacoma. Sailed July 12: Kashima Maru, for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong, at 10:30 a. m.; Queen, for Everett, at 3:30 a. m.

Juneau, July 11.—Sailed: City of Seattle, southbound, at 2 a. m.

Petersburg, July 11.—Sailed: Jefferson, south, at 2:30 p. m.

Ketchikan, July 11.—Sailed: Admiral Evans, south, at 11 a. m.; Princess Mary, south at 1 a. m.

Balboa, July 10.—Arrived: Ozette, from Seattle.

San Pedro, July 11.—Sailed: Idaho, for Vancouver.

Point Reyes, July 12.—Passed: D. G. Scofield, for San Pedro, at 7 a. m.

Astoria, July 12.—Arrived: West Islay, from Seattle, at 7 a. m.

Victoria, July 12.—Arrived: Governor, from Seattle, at 6 a. m., and departed for San Pedro, via San Francisco, at 9 a. m. July 11—Arrived: Cyclona, from Seattle, at 8 a. m., and departed for Manila, via ports, at 10 a. m. Passed out: Canadian Volunteer, for Halifax. Empress of Asia, for Hongkong, via ports. Arrived: El Lobo, from Tudara, for Vancouver.

Vancouver, July 11.—Arrived: Cordelia, from Port San Luis.

Port Townsend, July 11.—Arrived: Elmsport, from trial trip, at 2 p. m., and proceeded for Honolulu at 2:10 p. m. Passed in: Tug Relief, at 2:10 p. m. Passed out: Rainier, for San Francisco, at 8:30 p. m.

Bellingham, July 11.—Sailed: M. S. Lassen, for San Pedro; schooner Fearless, for San Francisco, in tow of Tillamook, at 7 p. m.

Everett, July 12.—Arrived: W. S. Porter, from Gaviota; Quoin, from Seattle. July 11.—Arrived: Atagosan Maru, from Yokohama and Kobe.

Mukilteo, July 12.—Arrived: Barge Chas. Nelson, from San Francisco, in tow of Mukilteo.

Tacoma, July 12.—Arrived: Eyota, from Seattle; Fulton, from Seattle. July 11.—Arrived: Nome City, from Seattle; Wilmington, from San Francisco, at 1 p. m. Sailed: Quittacas, for Newport News for orders.

Brides and Babies Good for $100 Bonds

Chicago, July 12.—(U. P.) — A red faced baby is as good as a yellow backed bond and a blushing bride is as valuable as either—to some Chicagoans. The W. Straus company announced it will give employes $100 for each heir and $100 for each bride. Those eligible for the prizes are limited to one bride.

Germans to Be Sent Home

London, July 12.—(I. N. S.)—An Exchange Telegraph dispatch from Copenhagen today said it is estimated there that 200,000 German prisoners will be repatriated within the next few days.

NATIONAL FORESTS MAY BE CLOSED TO PLEASURE SEEKERS

Threat Made by Officials Based on Carelessness in Extinguishing Fires Before Leaving

COOPERATION IS NECESSARY

One Man Followed for Two Days and Fined for Failure to Regard Regulation About Fires.

With 60 men at work fighting the big forest fire on Herman creek, 50 miles east of Portland, the seriousness of failing to extinguish campfires in the forest is again emphasized to the public by forest service officials.

"We have got to have the cooperation of the public in the prevention of forest fires if we continue to permit the public to use the forests," declared C. J. Buck, in charge of recreation department of the forest service. "Such carelessness has got to stop, or we shall have to close up the forests to campers and pleasure seekers."

FIRST FIRE EXTINGUISHED

A report from the Siskiyou forest announced the first forest fire last week. Because of quick action, it was extinguished before much damage was done.

J. S. Olin of North Bend in the Siskiyou forest was fined $20 last week for leaving a campfire burning. The fine would have been greater had he not cleaned up his campsite before leaving. He and associates were followed for two days and brought to court.

COURT ACTION THREATENED

Similar action will be taken with all forest fire regulation violators this summer, in a greater effort to prevent dangerous fires.

No damaging fires have thus far occurred in privately owned timber, C. S. Chapman, manager of the Oregon Forest Fire association, said Saturday, although numerous small ones have been extinguished.

Irish Question Is To Be Discussed Wednesday Eve

Dr. James Grattan Mythen of Baltimore and Judge J. M. Wall of New Jersey will speak on the present status of the Irish question in the Lincoln high school Wednesday evening.

Dr. Mythen, who is an Episcopal clergyman