SHIPBUILDING IN UNITED STATES SHOWS DECLINE

Gross Tonnage Under Construction Falls Off Since War Emergency Record Last Year.

New York, July 24.—Construction of ships in the United States which reached its maximum in March, 1919, has fallen off considerably in the last year, but the gross tonnage construction of the world has only decreased 4 per cent from the wartime speed, says a statement from Lloyds Register of Shipping. Shipbuilding in the United Kingdom has overtaken that in the United States and turned out in the quarter ending June 30, 3,578,000 gross tons as compared with 2,105,000 in the United States.

TONNAGE COMPARED

The gross construction for the world for the quarter of July 1 was 7,720,000 tons, compared with 8,017,000 tons turned out in the same quarter last year. Of this last quarter's output the United States contributed 2,052,916, a decrease from the previous quarter, which was 2,418,159 tons. The United States increased its output from 3,379,731 tons in the quarter ending March 30 to 3,563,251 in the last quarter. Other countries, including Canada and the British empire, increased their output from 1,894,880 in the last previous quarter to 1,995,771 tons.

GREAT BRITAIN LEADS

Thus today the United States is building 1,472,000 tons less than the United Kingdom, instead of its lead of 1,250,000 tons a year ago.

The notable feature of the present shipbuilding in the United States, says the statement, is the fact that the United States is remedying its shortage of larger-sized ships. The average gross tonnage of the 366 ships now building in American yards is 5609, while that of the 888 ships in United Kingdom yards is 4012, and for the 655 ships building in other countries 2985 tons.

Compared with the pre-war figures, the world's shipbuilding shows an increase of 60,558,000 tons, while the United States is 1,957,000 and the United Kingdom 1,356,000 tons ahead of the pre-war output.

DISTRIBUTION OF SHIPS

The distribution of shipbuilding in the United States on July 1 of this year was as follows:

Atlantic coast	1,352,750
Gulf ports	181,341
Great Lakes	95,201
Pacific coast	423,124

The United States and the United Kingdom are far ahead of all other countries in shipbuilding, the nearest competitor being Holland, which turned out a total of 400,000 tons, a gain of 32,000 over the last previous quarter. Canada comes next, with an output of 40,000 tons; France 25,000 tons, Sweden 7000, Denmark 3500, and Spain 3000.

NUMBER OF VESSELS TO BE ASSIGNED COASTWISE RUNS

San Francisco, July 24.—Announcement of plans for the Atlantic and Pacific Coast service of the Pacific Mail Steamship company was made today by Foulton Mann, assistant vice president and general manager of the firm, indicating that upon the arrival here of the big combination passenger and freight vessel from the Atlantic, several vessels of the trans-Pacific service will be assigned to coastwise runs.

The plan includes dispatch of the Pacific Mail liner Cuba from here for Honolulu, thence to Balboa and New York. From New York the vessel will proceed to Baltimore to leave there about September 1 as the first American passenger ship to enter upon a regular coast service via the Panama canal.

Following in the wake of the Cuba will be the liners Ecuador, Venezuela and Colombia by January 1, to be followed by the Colusa and Santa Cruz, which will be released to the company's Indian service by the arrival of additional new ships from the East.

The ports of call of the new service via Panama will be: San Francisco, San Pedro, San Jose de Guatemala, Balboa, Cristobal, Porto Colombia, Navana and Baltimore.

The Pacific Mail already has a fleet of freight vessels on the coast to coast service. Establishment of the passenger service parallels that of the International Mercantile Marine steamers through the canal before the war.

NEW STEAMER LAUNCHED FOR PORTLAND KELSO RUN

Kelso, Wash., July 24.—The river steamer Greyhound was launched Wednesday evening at high tide by Gore Brothers, who are building her for the Kelso-Portland run. She is about the same size as the Steamer Chester, which has been dismantled. The machinery from the Chester will be used in equipping the new boat, which will have a speed of about 15 miles an hour. The owners plan to establish daily service to Portland.

ABERDEEN, NEW SALMON BOAT, LEAVES ON MAIDEN VOYAGE

Hoquiam, Wash., July 24.—The Aberdeen, a 65-foot oil burning salmon boat, built by the Western Boatbuilding company at Tacoma for Peter Andrejasevich of Grays Harbor, left Thursday night for Astoria on her maiden voyage. The new vessel will fish off the Columbia river for a month or two and then return for operation here.

The new vessel cost approximately $20,000. Engines have a 75-90 graduated horsepower, it is manned by eight men and has hold capacity for between 25,000 and 30,000 salmon.

Suspension Period Extended

Washington, July 24.—(I. N. S.)—The shipping board has decided to certify to the Interstate Commerce commission the desirability of extending until January 1, 1921, the period of suspension of provisions of section 28 of the merchant marine act, which prevents American railroads from making preferential rail rates for commodities in import and export, except when moved in American ships, Chairman Benson announced today.

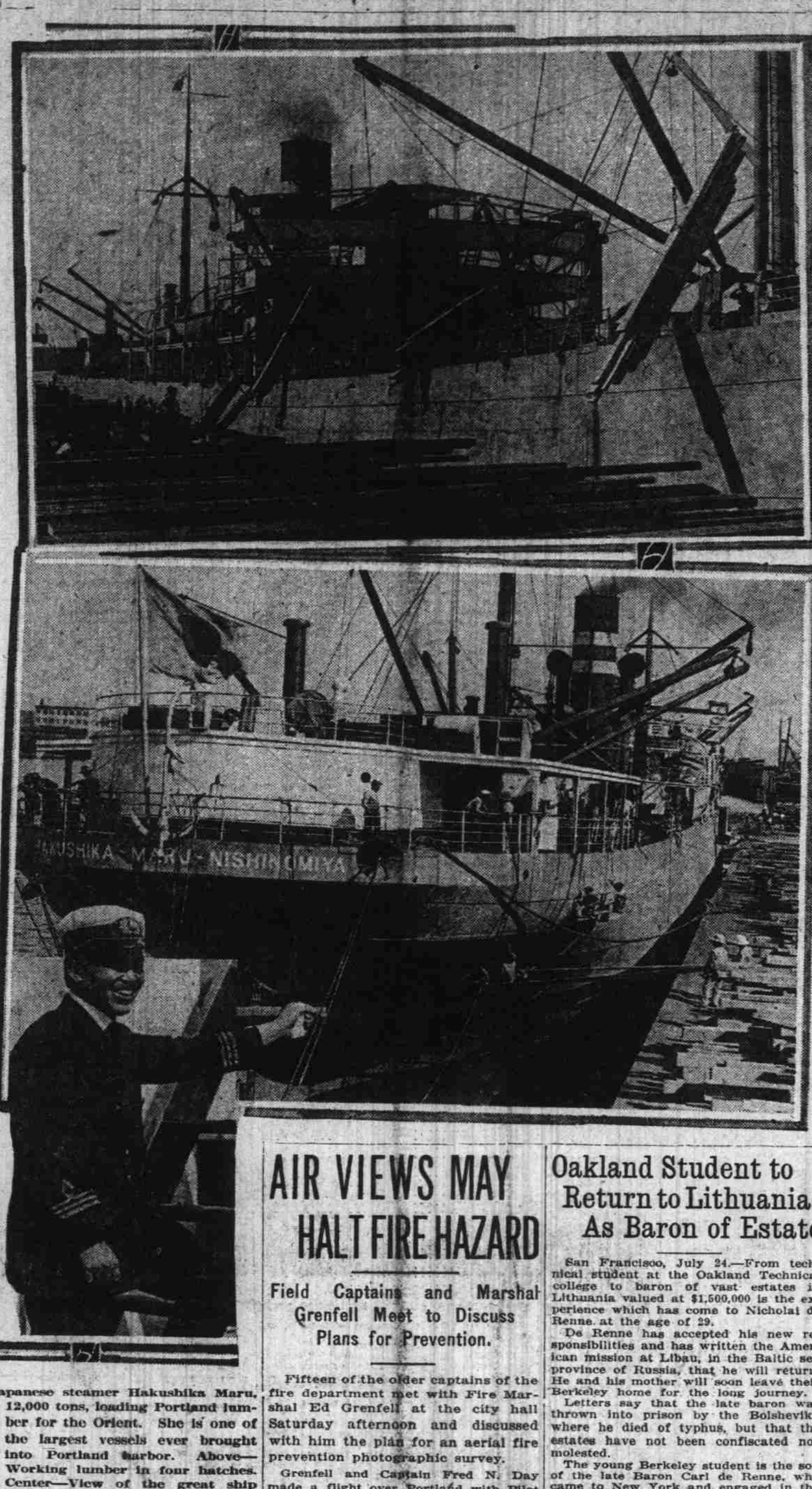
Agency Must Have License

Salem, Or., July 24.—Agency engaged in providing seamen for coastwise and offshore vessels must take out a state license as an employment agency, according to C. A. Gram, state labor commissioner who has ruled in reply to a query on that question.

Beach Trip Enjoyed

Cathlamet, Wash., July 17.—Many Cathlamet residents enjoyed a beach outing Sunday, going by boat to Ilwaco and by bus to Long Beach.

GREAT JAP STEAMER LOADS LUMBER CARGO



Japanese steamer Hakushika Maru, 12,000 tons, loading Portland lumber for the Orient. She is one of the largest vessels ever brought into Portland harbor. Above—Working lumber in four hatches. Center—View of the great ship from the starboard quarter, showing crew "chipping and painting." Below—T. Nishioka, chief officer.

STEAMER TO TAKE ON RECORD CARGO

Loading for Shanghai direct the Japanese steamship Kakushika Maru will carry the largest cargo ever taken from the Columbia river. In addition to 5,500,000 feet of lumber the craft has on board 2000 tons of flat steel. She will leave port drawing 30 feet. This draft does not show fear on the part of operators or owners for the Columbia river.

Referring to application to the United States engineers for dredge operations on the bar outside the Golden Gate the San Francisco Commercial News of July 17, says:

"No work has ever been done on the bar where 32 feet of water has given little trouble to ordinary shipping. War ships drawing over 32 feet of water, however, cannot get over excepting at high tide."

The Hakushika Maru is in to the Oregon and Ocean Steamship company and is the first vessel to be loaded by the newly organized company of which A. C. Stubbe is president and Captain Haskins manager.

The steamer is practically new, having been built in Kobe in 1917. She measures: Length, 445 feet; beam, 58 feet; depth of hold, 40 feet; gross tons, 8150; net tons, 5036. She has made six voyages to the Sound in the service of the Tatsuma Kisen Goshi Kaisha.

Captain T. Isonaka commands the Hakushika Maru. T. Nishioka is chief officer, M. Yokoyama, chief engineer, and T. Go, purser. In addition to a regular complement of officers and chew, she carries six apprentices.

World's Dearest Newspaper

Paris, July 24.—(I. N. S.)—The Near East News, a four-page daily costing 10 Georgian rubles, is the only up to date English newspaper available for American relief workers south of the Caucasus. American Red Cross officers, who are establishing scholarship privileges for Armenian students in the colleges of Constantinople and Jerusalem, find it their only means of contact with the outside world.

AIR VIEWS MAY HALT FIRE HAZARD

Field Captains and Marshal Grenfell Meet to Discuss Plans for Prevention.

Fifteen of the older captains of the fire department met with Fire Marshal Ed Grenfell at the city hall Saturday afternoon and discussed with him the plan for an aerial fire prevention photographic survey.

Grenfell and Captain Fred N. Day made a flight over Portland with Pilot Victor Vernon Saturday morning as a preliminary of more to follow, when pictures will be taken of the big industrial plants and other places regarded as being especial fire hazards.

It is planned to have enlargements of these pictures placed in the firehouses that would answer the calls first in case of alarms. The pictures will be studied as a part of the firemen's drill.

According to Grenfell, no relief maps or blueprints give the firemen such comprehensive plans of structures as these pictures, a few of which are already being used.

Viewed from a sufficient height above, the buildings, the fire walls, escapes and water hydrants are shown as they could not possibly be illustrated in pictures taken on the surface.

The captains at the meeting Saturday were unanimous in their approval of the plan. Chief Grenfell will take the matter up with Commissioner Bigelow this week and an ordinance will probably be drawn to enable the department to carry on the aerial photography. All the larger cities of the East have now adopted this aid to their fire protective systems, Grenfell declares.

African Dodger Is Still at Liberty; Hoodwinks Pursuers

"Sambo, the African dodger," continues to enjoy his liberty, gained twice at the peril of his life while federal and county officers waived frantic firearms in the background.

Sambo, alias Ike "Stonewall" Jackson, is heaping consternation upon the authorities since his fleet-footed escape from Deputy Sheriff Robertson of Clatsop county and Deputy United States Marshal Tichenor Wednesday night.

Saturday the handcuffed runner was reported within police distance, but the snappiest work of the department proved futile and, his handcuffs now sawed off, the dark tormentor evaded his pursuers.

Under the pretext of showing his captors the inside of a "dope" den in North Portland some time ago, Jackson made his first successful break for liberty. He added insult to injury Wednesday when, handcuffs and all, he departed from the presence of the authorities at Union station.

Extensive deposits of a good quality of iron ore have been discovered by experts in lands owned by the municipality of Pretoria.

Oakland Student to Return to Lithuania As Baron of Estate

San Francisco, July 24.—From technical student at the Oakland Technical college to baron of vast estates in Lithuania valued at $1,500,000 is the experience which has come to Nicholai de Renne at the age of 29.

De Renne has accepted his new responsibilities and has written the American mission at Libau, in the Baltic sea province of Russia, that he will return. He and his mother will soon leave their Berkeley home for the long journey.

Letters say that the late baron was thrown into prison by the Bolsheviki, where he died of typhus, but that the estates have not been confiscated nor molested.

The young Berkeley student is the son of the late Baron Carl de Renne, who came to New York and engaged in the banking business. His sons, Nicol and Carl, were born in this country.

George's Tonsils Hurt; Gets Divorce

Akron, Ohio, July 24.—(I. N. S.)—Tonsilitis was the basis for a local divorce suit. Lutie, and George Scott lived together here from evening until morning when married in October three years ago. The morning after their wedding, George, it is claimed, joined the army and went overseas. Enlisting as a single man, he deprived Lutie of her allotment. When George returned, some months ago, Lutie went to see him. "Ain't you going to call on me?" she asked. "No," replied George; "I've got tonsilitis." And he never did call on Lutie again, so Common Pleas Judge Ahern granted her request for a divorce.

New Lingo Changes Things in London

London, July 14.—(By Mail.)—The language of the war is already going out of fashion. People do not seem to be "fed up" so much as they did in the war days. Now they are just "fed." The Daily News points out that before the war, a man who wished to address a term of endearment to a particular friend called him "old chap" or "old boy," but the youth of today is only satisfied with some such endearment as "Old Fruit." Here is a conversation heard on Piccadilly: "Absolutely, old fruit, I'm fed. Shall we partake?" "Delighted, my festive." And the person who overheard this choice bit remarked that "It was the last limit; I absolutely passed away."

High Hair Cuts Make Hair Dressers Angry

Denton, Man., July 14.—(By Mail.)—Hair dressers here are angry because their association has raised the price of haircutting. This conscientious objection arises from the fact that Denton is a center for hat manufacturers, who in the course of their lives have had to try on so many hats, they are nearly all bald headed. "Why," said one of the hairdressers, "you can cut a Denton man's hair in a quarter of the time it would take to cut anyone's else. It's only a case of trimming the fringe at the back of the neck—and if you ask me, 18 cents is too much to charge for that!"

POINT LOBOS IS FIXED TO CARRY CARGO OF LUMBER

Portland-built Steel Steamer Is Chartered for August Loading; West Coast-Australia Steady.

For West Coast lumber loading, the steamship Point Lobos has been fixed by W. R. Grace & Co., and the Douglas Fir Exploitation & Export company for August. Rate and direct port have not been announced, but regular rates are prevailing on all off shore charters excepting vissels outside the conference.

The Point Lobos is one of the products of the Albina Engine & Machine works and was built at Portland in 1918. She is a steel vessel and measures 251 feet length, 44.1 feet beam and 18 feet depth of hold. Carrying capacity of the craft is a little in excess of 2,000,000 feet of lumber.

Lumber charters for the west coast and Australia are holding firm and rates are steady at $25. For North China deliveries the Japanese steamships are cutting in, but no decline in rates has been announced. There is a heavy shipment of steel plate looked for in the near future. The steamship Hakushika Maru carries 2000 tons dispatched by A. C. Callan, and additional shipments are being booked.

News of the Port

Arrivals July 24

F. H. Buck, American steamer, from Monterey, oil.

Culburra, American motorship, from Galveston, sulphur.

Atlas, American steamer, from San Francisco, oil.

Barge No. 93, American barge, from San Francisco, oil.

Waters, U. S. destroyer, from Bremerton.

Tides at Astoria Monday

High water—	Low water—
10:24 a. m. ...6.0 feet	4:15 a. m. ...0.4 foot
9:54 p. m. ...7.9 feet	4:04 p. m. ...3.2 feet

DAILY RIVER READINGS

8 A. M., Pacific Time

STATIONS.	Flood Stage.	Height (in Feet)	Change in Last 24 Hours.	Rainfall in Last 24 Hours.
Wenatchee	40	34.6	—0.4	0.00
Lewiston	22	1.6	—0.7	...
Umatilla	25	14.8	—0.2	0.00
The Dalles	40	23.1	—0.1	0.00
Eugene	10	....	....	....
Albany	20	1.1	0	0.00
Salem	20	—1.2	0	0.00
Oregon City	12	1.5	—0.1	0.00
Portland	15	12.9	—0.2	0.00

(—) Falling.

WEATHER FORECAST

Portland and vicinity—Sunday fair; northwesterly winds.

Oregon and Washington—Fair; moderate northwesterly winds.

OBSERVATIONS

STATIONS.	Max. Temperature	Precipitation past 24 hours.	Wind. Velocity.	Wind. Direction	State of Weather
Baker	80	0	12	NW	Clear.
Boise	90	0	....	NW	Clear.
Boston	86	.30	....	W	Cloudy.
Chicago	66	0	24	N	Clear.
Denver	80	.04	....	SE	Raining.
Des Moines	80	0	....	NE	Clear.
Galveston	88	0	12	S	Clear.
Helena	76	.12	....	SE	Clear.
†Juneau	‡60	0	....	W	Pt. Cloudy.
Kansas City	80	0	14	N	Pt. Cloudy.
Los Angeles	78	0	....	SW	Clear.
Marshfield	72	0*	12	NW	Clear.
Medford	84	0	12	NW	Clear.
Minneapolis	74	0	....	NE	Pt. Cloudy.
New Orleans	92	0	....	W	Cloudy.
New York	86	1.10	18	NW	Cloudy.
North Head	62	.01	14	NW	Clear.
Phoenix	104	0	....	W	Pt. Cloudy.
Pocatello	86	0	16	S	Pt. Cloudy.
Portland	70	0	....	NW	Clear.
Roseburg	80	0	....	N	Clear.
Sacramento	88	0	10	S	Clear.
St. Louis	96	.01	12	NW	Pt. Cloudy.
Salt Lake	82	.44	....	SW	Clear.
San Diego	72	0	....	SW	Clear.
San Francisco	64	0	24	W	Clear.
Seattle	68	0	....	W	Pt. Cloudy.
†Sitka	‡62	0	....	Calm	Cloudy.
Spokane	82	0	12	SW	Clear.
Tacoma	72	0	....	W	Cloudy.
Tatoosh Island	60	.06	....	S	Pt. Cloudy.
†Valdez	‡60	0	....	Calm	Clear.
Walla Walla	82	0	....	W	Clear.
Washington	74	.88	....	SW	Clear.
Yakima	82	0	....	NW	Clear.

† a. m. today; ‡ p. m. report of preceding day.

AT NEIGHBORING PORTS

Astoria, July 24.—Sailed at 5:15 a. m.: Steamer W. F. Herrin, for San Francisco. Arrived at 4 and left up 5 a. m.: Steamer Atlas, from San Francisco. Arrived at 4 a. m. and left up at 1:30 p. m.: Barge No. 93, from San Francisco. Left up at 8 a. m.: U. S. destroyer Waters, Bremerton via Seattle. Sailed at 10 last night and returned at 9:15 a. m.: Steamer Sinasta, from trial trip. Sailed at 4 p. m.: Steamer Sinasta, for Europe. Sailed at 4 a. m.: Steamer Santiam, for San Pedro.

San Francisco, July 23.—Sailed at 8 p. m.: Steamer Pomona, for Portland. Arrived at 11 p. m.: Steamer Oleum, from Portland.

San Pedro, July 24.—Arrived at 11 a. m.: Steamer Multnomah, from Portland. July 23—Arrived at 10 a. m.: Steamer Halco, from Columbia river. Sailed at 5 p. m.: Steamer Effingham, from Portland, for Alexandria.

Coos Bay, July 24.—Sailed at 8 a. m.: Steamer City of Topeka, for Portland, from San Francisco, via Eureka.

Norfolk, July 23.—Sailed: Steamer Dewey, from Portland, for Dublin.

Honolulu, July 23.—Arrived: Steamer Everett, from Portland, 9 days out.

Cristobal, July 23.—Sailed: Steamer West Selene, from Portland, for New York. Sailed: Steamer Artigas, from Portland, for Boston.

Chief Forester to Address Lumbermen

A meeting of lumbermen, loggers, timber owners and manufacturers has been called by officials of the West Coast Lumbermen's association at Tacoma Wednesday afternoon. Conference sessions will be held in the Tacoma hotel.

A feature of the meeting will be an address on forest policy by Colonel William B. Greeley of Washington. Colonel Greeley is the new chief forester of the United States, succeeding Colonel Henry S. Graves, who took the place of Gifford Pinchot when he was removed from office by President Taft.

In addition to the forest policy, the Tacoma meeting will consider the transportation situation and market extension work. There will also be a series of addresses by Eastern and Southern lumbermen, who will be guests of the West Coast association on that occasion.

2000 ACRE TIMBER TRACT NEAR EUGENE BRINGS $100,000

Purchase of a 2000 acre timber tract near Eugene by J. R. Cain for approximately $100,000 was announced here Saturday. The tract is said to cruise about 75,000,000 feet of Douglas fir and was owned by the First National Bank of Eugene. Cain proposes to build a logging railroad to the timber and put up a sawmill of about 50,000 feet daily capacity. The road will also be made to serve other timber tracts in the vicinity, according to Cain's plans. The transaction was handled by D. S. R. Walker and J. L. Farley of the timber land bureau of Portland.

ARMISTICE BRACES DULL MARKET

Edited by Will F. Hessian

TRADING HELD UP BY APPREHENSION OF RISING MONEY

Crop Conditions in Canada Said to Be Unusually Good; Maxwell Break Was Not Unexpected.

By Broadan Wall

New York, July 24.—The stock market was dull most of the day and closed firm but after considerable weakness had developed in some active issues. Announcement of the Polish armistice was the signal for a rally. A bad bank statement was expected and the fear of high money the coming week restrained the trading.

Canadian Pacific had been one of the best-bought stocks recently and it was strong all of today. The crop conditions in Canada are unusually good. Insiders have been buyers.

The sharp break in Maxwell Motors was not explained by any news development. It seemed to be a result of the increasing pessimism in regard to all the motors. Despite denials from the company, reports persist of a material let-down in the motor industry The high price of gasoline is responsible for much of this. The incompetence of the service stations has put all car owners in an ugly frame of mind. This hits the stock market, for practically every person who has money enough to be an investor or speculator is a car-owner. The automobile companies are thus permitting negligent clerks and mechanics to defeat all the good work done by bankers and the advertising departments.

In market letters sent out over the week end most of the brokers merely wabbled. The consensus of opinion seems to be that the market will go higher if it does not decline. In other words, it is a bull market with a sagging tendency.

3983 FARM LOAN ASSOCIATIONS NOW

Total Mortgage Loans Made by Federal Government Through Them Is $354,302,441.

During the month of June, 1920, an aggregate of $6,429,100 was loaned to 1880 farmers of the United States by the federal land banks on long time first mortgages, according to the monthly statement made to the farm loan board. The federal land bank of Omaha leads in the amount of loans closed, the same being $1,176,900, the federal land bank of Spokane following with $959,700. The other banks closed loans in June as follows: New Orleans, $902,350; Columbia, $780,750; St. Louis, $685,700; St. Paul, $658,400; Louisville, $398,000; Wichita, $332,500; Baltimore, $288,900; Springfield, $177,100; Berkeley, $69,800.

During June 156 applications were received by the 12 banks, asking for $751,600, and during the same month 106 loans were approved by them, amounting to $464,500.

On June 30, 1920, there were operating in the United States 3983 farm loan associations, and the total mortgage loans made by the federal land banks through these associations to 127,238 farmer borrowers as of that date amounted to $354,302,441. Deducting from this amount the loans paid off in full by borrowers—to-wit, $11,268,580—and also the total amount of installments on principal matured—to-wit, $4,399,612—leaves the grand total of loans in force (unpaid principal) amounting to $338,634,249.

Municipal Bonds of Northwest Said to Offer Inducements

John L. Etheridge, president of Morris Bros., Inc., reports a strong demand for Northwest municipal bonds and states that there is a much more general recognition of the value of these securities for investment purposes on the part of the investing public.

"Northwest municipal bonds, with their present low prices and yields of the highest recorded since 1870, are moving briskly," said Etheridge. "They combine every feature of safety and satisfactory return on money. Because of the excellent condition generally of the Northwest states, with great development progress being constantly recorded, these securities become all the more valuable, and therefore just that much more desirable."

As to continuation of present low market prices and high yields, Etheridge said that there is certain to be a change; that this is the judgment of financiers throughout the country, and that investors should not delay in purchasing bonds if they wish to be sure of present advantageous features.

Prices of Liberty Bonds of Twelfth District Are Listed

San Francisco, July 24.—(U. P.)—Liberty bond prices were quoted by the Twelfth district federal reserve bank today as follows:

Issue.	Per-cent-tage.	Maturity.	Prices.	Approximate Yield.
1st Liberty Loan..	3½	1932-47	90⅝	4.08
1st Liberty Loan..	4	1932-47	85⅝	4.99
1st Liberty Loan..	4¼	1932-47	86	5.23
2d Liberty Loan..	4	1927-42	84¼	5.15
2d Liberty Loan..	4¼	1927-42	85⅝	5.41
3d Liberty Loan..	4¼	1928	89	5.97
4th Liberty Loan..	4¼	1933-38	85	5.57
Victory Lib. Loan..	4¾	1922-23	95¾	6.41
Victory Lib. Loan..	3¾	1922-23	95⅝	5.40

Of English invention is a rotary coupe top for automobiles that can be turned down into the body of a car.

Range in Prices of Liberty Bonds and Victory Notes During the Past Week

OFFICIAL CLOSING PRICES

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Liberty 3½s 1932-47	90.92	90.94	90.92	90.92	91.00	90.94
Liberty 1st 4s 1932-47	85.40	85.60	85.70	85.70	85.90	85.80
Liberty 2d 4s 1927-42	84.86	84.70	84.90	84.70	84.70	84.60
Liberty 1st 4¼s 1932-47	85.72	85.80	86.00	86.10	86.02	85.90
Liberty 2d 4¼s 1927-42	84.98	84.94	84.98	85.04	85.18	85.04
Liberty 3d 4¼s 1928	88.50	88.90	89.14	89.20	89.02	88.90
Liberty 4th 4¼s 1933-38	85.16	85.10	85.10	85.20	85.16	85.10
Victory 4¾s 1922-23	95.82	95.80	95.74	95.70	95.74	95.70
Victory 3¾s 1922-23	95.80	95.80	95.80	95.80	95.74	95.70

PRICES OF BONDS REPORTED RISING

Price Paid for Highway Bonds Indicates Improved Market in the Eastern Mart.

With the sale of $1,500,000 state of Oregon highway bonds at 1.62 points over the price paid for a similar issue, a month ago, and the rapid sale of $20,000,000 of United States Rubber company notes, bond dealers generally are agreed that prices of securities are on the rise, according to Freeman, Smith & Camp Co., bond dealers of Portland and San Francisco. The price paid for the highway bonds indicate a much improved market in the East, where most of the state issues are sold.

The price of a month ago for similar bonds was 87.62, while the high price during the week for the new issue was 89.34, or the difference of 1.62. The United States Rubber company loan was announced Monday morning and the syndicate books were closed before 3 o'clock the same day. This, with the advance in price of the Armour notes, the government of Switzerland bonds and Belgian government bonds, and a stabilization of Liberty and Victory bond prices, indicates that the turning point has been reached and prices are well on the return to normal.

"With the increase in values," says Mr. Freeman, "the soundest thing people can do today is to invest their earnings in long term bonds and hold them, because now it is possible to receive an interest return unheard of a few years ago, and which may be impossible to obtain a few years hence. Although commodity prices are high, sound investments are cheap today, and conditions that go to make commodity prices will conversely tend to make security prices higher. By buying long term bonds, every 50 cents invested now will bring about 75 cents or more worth of purchasing power long before the bonds mature."

FOREIGN LOANS WILL COME DUE

Anglo-French Securities Rated as Most Important of Loans From Across the Water.

During the next 18 months foreign loans maturing in this country, and payable in gold coin of the United States or its equivalent, aggregate $761,346,000. Of this amount, $261,846,000 falls due in 1921 and $500,000,000 in 1920.

The largest and most important loan falling due this year is Anglo-French 5s, for $500,000,000, due October 15. For the last six weeks England has been shipping gold here to meet its half share.

Bankers are of the opinion that the importation of gold to meet foreign loans coming due in this country will continue to have a wholesome effect on sterling exchange and likewise improve our export trade.

Among foreign bonds outstanding can be found some bargains for investors who wish to place their money in short term notes. Several issues are selling to yield better than 10 per cent.

The following table shows amounts outstanding, together with date of maturity:

Amount:	Issue—	Due.
$500,000,000	Anglo-F. ext. gold 5s..Oct.	15
$500,000,000	Total for 1920.	
	1921	
$ 6,400,000	Belgium 1-yr. gold 6s..Jan.	1
24,988,000	Canada gold 5s........Apr.	1
15,000,000	Canada 2-yr. 5½s nts..Aug.	1
5,500,000	China Rep. 2-yr. 6s nts.Nov.	1
50,000,000	City of Paris ext. glg. 6s.Oct.	15
134,458,000	United K. 5½s notes..Nov.	1
25,000,000	Russ. Gov. ex. gold 5½s.Dec.	1
$261,346,000	Total for 1921.	
$761,846,000	Maturities in 1920 and 1921.	

Imperial Russian government 5½s, due December 1, 1921, defaulted interest payments on December 1, 1919. The bonds are an obligation of the defunct imperial Russian government and are not secured by a mortgage. Prior to default on this loan the Russian 6½ per cent bonds for $50,000,000 defaulted of principal due June 18, 1919. A protective committee has been organized to look after the interests of the bondholders.

Quota More Than Doubled

Cathlamet, Wash., July 17.—Wahkiakum county more than doubled her quota in the Armenian drive. Receipts were: Cathlamet and outlying districts, $542.45; Brookfield, $37.70; Eden, $40.30; Rosburg, $3; Puget Island, $16.85; Skamokawa, $164.02. Mrs. C. H. Warren has charge of the drive in this country.

MONEY INFLATION GROWING LARGER

Luxury Is Cause of Present Money Condition in This Country; Normal Habits Urged.

The federal reserve board estimates that the present inflation of money and credit amounts to approximately thirteen billion dollars, eleven billion represents credit inflation and two billion currency inflation.

"These figures," states F. A. Nagley of the State bank, "are arrived at by comparing the bank deposits from 1914 to 1919 with the deposits of the five year period previous to 1914 and thereby estimating what the normal increase should be. We are above the estimates of that normal increase by $13,000,000,000.

Buying what we don't need, putting money into non-productive channels, or paying more for necessities than they are normally worth, causes inflation.

DEMAND IS GREAT

"The demands for money are tremendous. Every day bankers are turning down requests for loans. Everybody seems to want to expand on borrowed money. Some want to borrow money to buy automobiles, some to build houses, some to build new factories. Many of these requests are to produce or procure more luxuries. Last year the people of the United States are said to have spent $5,000,000,000 for goods upon which a luxury tax was paid to the government.

"Suppose we try to get a concrete idea of this bogey, inflation. When the shipyards started in Portland a few years ago, new labor rushed here in hordes. Soon houses were all taken and many had to buy homes in order to get a place in which to live. Prices of homes advanced. Houses formerly sold for $2500 advanced to $3000. The man who paid $3000 got a chance to sell for $3500 and sold. When he came to look around he found that property had gone up everywhere. So when he bought again he had to pay $4000 for an equal of his original home. Again thinking that the peak of high prices had been reached he was offered $4500 for his place and sold. Now to find the equivalent of his $2500 original home he will often have to pay $5000. His house remains the same as it was. This is one angle of inflation. The same thing is happening to manufacturers, wholesalers and retailers because of the tremendous demand due to a world shortage.

"The expansion of credit works in about the same way. A man thinks he sees a chance to make some money if he had $5000. He borrows $5000 from his bank. This he redeposits in the bank so he can draw checks to pay his bills in buying new goods and new equipment. This raises the bank's deposits $5000.

DEPOSITS RISE, TOO

"When he gives his checks they are deposited in other banks and their deposits rise as fast as the first bank's deposits decrease. Thus this $5000 remains in circulation as inflation until paid off. It is not wealth, just credit or purchasing power. It can be paid off only by increasing wealth or saving capital. Bank deposits have increased from 50 per cent to 100 per cent. Real wealth in this country has not increased nearly that much. Merely higher values are put on practically the same property, due to demand which makes everybody want to buy and make money.

"The phenomenal demand at this time for practically everything is caused by the world shortage. This world shortage has been caused by the war, which not only destroyed great amounts of accumulated wealth or property, but also stopped production in many of the largest countries. As we return to normal habits of living and spending, the present inflation will dwindle to a normal basis of sound business."

Marshland Drainage Bonds

Salem, Or., July 24.—Application for the certification of $50,000 in bonds has been filed with the state irrigation securities commission by the Marshland drainage district of Columbia county.