

PORTLAND LEADS

Seattle and Tacoma Behind in Imports.

BOTH PORTS OUTCLASSED

Official Figures Show Relative Importance.

CUSTOMS RECEIPTS TRUE GAUGE

For Year Ending June 30, Duty Paid on Portland's Imports Was Double Tacoma's and One-Third Greater Than Seattle's.

The statement of the Treasury Department showing the actual business handled by the different customs districts for the year ending June 30 will contain figures which place Portland in an enviable light. The actual business of a port can only be gauged by the goods that are bought and sold at that port or in the immediate territory, the merchandise which goes through in transit properly belonging to the point or locality where it originates. This fact is thoroughly understood in commercial circles, and the Government in collecting duty on foreign goods brought into the country properly recognizes it by making the duty payable at the point for which the goods are destined. In this way, and in this way only, can the proper amount of business be credited to the ports responsible for their creation and distribution. The Tacoma and Seattle papers have repeatedly printed elaborate figures intended to show that the business of those cities was enormously greater than that of Portland. Here is what the Treasury department will show as receipts for the three principal ports of the Northwest for the year ending June 30, 1932:

Table with 2 columns: Port Name, Value. Portland: \$20,544,25; Seattle: \$6,956,28; Tacoma: \$6,208,90; Other Puget Sound ports: \$1,513,96.

These figures show the relative importance of the ports when the business is presented in its true light. But great results (on paper) can be secured with figures, and the Tacoma News under date of July 14 prints the following:

Portland's imports in 1932 were valued at \$20,544,250 in 1931-2 at \$22,555,368, and for 11 months of last year at \$21,514,955. Puget Sound's imports are coming up all the time. In 1932 they were valued at \$47,418, in 1931 at \$33,709, in 1930 at \$5,058,000, and for the year just closed at \$12,177,243. The import trade will follow the export trade and Puget Sound will become the leading customs district on the Pacific Coast.

The natural inference which the casual reader would gain by perusal of the News' figures would be that Puget Sound was handling more than four times as much import business as Portland. This misleading information is sent broadcast through the country, and unaccompanied by the explanatory statement that four-fifths of the business represented by the alleged \$12,177,243 of imports belongs to New York, Chicago, Boston, Philadelphia, Baltimore and other Eastern cities, where the duty and freight were paid and the goods were distributed. It attracts attention to which it is not entitled. It is not discreditable to either Tacoma or Seattle that they are far behind Portland in the actual amount of import business handled, as both cities are new at the business. There is nothing creditable, however, in the attempt to make comparisons by using misleading figures.

If Puget Sound imported four times as much merchandise as Portland, her customs receipts should be four times as great as those of Portland, or \$138,000, instead of less than one-third that sum. The customs receipts as shown in the above figures, which are official, credit Portland with more than double the amount of business handled by Tacoma, and over one-third more than that handled by Seattle. These ratios are a correct reflection of the relative importance of the import business of the three ports. Evidence that it is correct is found in the list of importations on the Oriental steamers entering at the different ports.

James J. Hill is the controlling spirit in Puget Sound's Oriental trade, and the cargoes of the two June steamers of his Oriental line are representative of all of the others entering the Puget Sound ports. The steamship Rijnun Maru, which entered June 4, brought for Seattle 2145 packages of freight, and Tacoma 749 packages, a total of 2154 packages, as follows: For Seattle, 763 bales gunnies, 735 packages rice, 864 packages miscellaneous merchandise and 65 packages curies. For Tacoma, 68 bales gunnies, and 102 packages miscellaneous merchandise. The steamship Iyo Maru, which entered June 17, brought for Seattle 1035 packages, and for Tacoma 34 packages, a total of 1280 packages, as follows: For Seattle 158 bales gunnies, 309 packages rice, 164 rolls matting, 48 cases curies and 253 packages miscellaneous merchandise. For Tacoma, 223 bales gunnies, 100 bags gold slag, 21 packages miscellaneous merchandise. Here was a total for the two steamers of 4546 packages.

Portland had but one steamer during June, the Indrapura, which entered June 27. That portion of her cargo entered by Portland merchants and on which duty and freight was paid consisted of 9977 packages of freight, including 1900 mats rice, 195 bales gunnies, 480 packages tea, 290 tins shoyu, 422 packages sulphur, 171 packages preserves, 160 cases casita, 77 packages of coconut, and the remainder miscellaneous provisions, curies and general Oriental merchandise. It is thus apparent that the single steamer entering at Portland in June carried twice as much cargo for this city as was carried by the two June steamers entering at Seattle for both Seattle and Tacoma. This ratio will not be far out of the way for all of the steamers entering at the North Pacific ports.

Of the \$12,177,243 claimed by the Puget Sound papers as imports, but a small portion pays the slightest tribute to any of the Puget Sound merchants, and a few hundred dollars paid for longshoremen's wages will represent the sum total of its

benefit to the cities which seek to make such capital with it. Eventually the distributive trade of the Puget Sound cities will increase so that either Seattle or Tacoma will do as much business as is now handled by both ports. When that time comes, the distributive trade of Portland will show a corresponding increase.

FIRE STARTLES SLEEPERS

Saloon Building at Seventh and Gillman Streets Loses \$3500.

Started from their slumbers by the roaring of a fierce fire in the building adjoining them, last night 20 scantily attired colored people in the Wilson lodging-house at 7th and Gillman streets were forced to flee for their lives. The Dymfion saloon was burned almost to the ground, and none of the contents were saved. Edward Byrne, the owner, stated that the saloon was a total loss to him, as he had no insurance. The saloon is valued at about \$3500. The building was owned by E. Henry Wempe, of the Williamson Tent & Awning Company, and was fully insured. The building is valued at \$3000. The origin of the fire is a complete mystery. The flames were first noticed by

SMOKING WOOL AND RUINS OF OREGON CITY FIRE



OREGON CITY, Or., July 15.—(Special)—A heap of smoking wool and debris alone bear evidence of the destructive blaze at the woolen mill plant of the Oregon City Manufacturing Company, in this city, last night. Officers of the company today state that, while the probable loss cannot be reliably estimated at this time, the damage will approximate the estimate of \$75,000 to \$100,000 given by The Oregonian this morning, with ample insurance to meet the damage. The accompanying photograph was taken from the second story of the main mill building, and overlooks the site of the buildings that were burned. The large pile of cordwood that is shown offered splendid protection to the main building. Across the river are seen the paper mills and the electric light plant.

Byrne, and started in a vacant attic over his saloon. It was just before 1 o'clock, and he had not yet closed the saloon.

"There was no fire in the house," he said, "and I have no idea how the fire could have started. The firemen are of the opinion that a spark from an electric wire must have started the flames."

At least 20 people were asleep in the lodging-house next door when the fire broke out. The employees of the Southern Pacific freight house noticed the flames, and hurried to the lodging-house to awaken the inmates. They rushed down the narrow stairs or climbed down the ladders placed upon the second story window by the firemen.

Many of the inmates were colored people, and it is feared that some of them hurried down the ladders, wrapped in little more than their sleeping apparel. Smoke filled the rooms and those of the tenants who had escaped early stood on the street and watched the flames creeping toward their possessions. Others who did not forget their valuables stayed until nearly everything was lowered to the sidewalk before they fled.

A stream of water prevented the flames from getting into the lodging-house, but as much water penetrated the thin partition some damage was done.

GAS BUOY IN POSITION

Marks a Plain Course at Columbia's Mouth.

ASTORIA, Or., July 15.—(Special)—The new gas buoy was placed in position today at the mouth of the river by the light-house tender Weather, Captain George Woods, the bar pilot, was on board and assisted Captain Gregory and Inspector Calkins in selecting the best location. It was placed near No. 3 buoy, which will be removed the first opportunity and was not lighted because of the roughness of the water, as it is necessary to approach the buoy in a small boat for this purpose.

APPOINTED CHINESE INSPECTOR

H. E. Edsall Assigned to Duty at Port Townsend. H. C. Edsall, of this city, has received notification from the Department of Commerce and Labor of his appointment as Chinese Inspector at Port Townsend. Mr. Edsall has not yet decided whether to accept or decline the offer. The appointment came as an entire surprise. More than two years ago he took the civil service examination in this city for the post and was notified that he had been placed on the eligible list, but as time passed without an appointment he had almost forgotten he was a candidate until word came that he had been assigned to duty. Mr. Edsall has resided in Portland four years and has occupied the position of telegraph editor on the Evening Telegram.

Word has been received that the schooner Carrier Dove, which was reported ashore 10 miles north of the Yangtze River, has been floated and towed into Shanghai. The schooner was lumber laden from Vancouver for Shanghai.

HIS WORK SOON BEGINS

A. F. MILLER APPOINTED COMMISSIONER FROM OREGON.

Has Had Much Experience in Collecting Forestry Exhibits and Will Be Aided by Granges.

A. F. Miller received official notice yesterday at his home in Sellwood that he had been appointed Commissioner of Agriculture and Horticulture for Oregon at the St. Louis Exposition. The appointment has come to a man who has had much to do with the preparation of exhibits, and who is familiar with conditions in Oregon. Mr. Miller heretofore has given his attention largely to forestry exhibits. He was Forestry Commissioner at the Chicago exposition, and prepared a full display of Oregon woods, collecting over 130 different varieties of timber. He has also collected timber exhibits for the Northern Pacific Railway Company, and there are at Washington

further improvements to this building for a number of years.

WILL BE LARGE IMPROVEMENT.

Union Avenue Will Be Graveled From Highland to Woodlawn. There are good prospects that the long-delayed improvement of Union avenue, between Alberta street and the Lewis Love tract will be undertaken some time this year. Proceedings are so far along that there is hardly any doubt the improvement will go through. It is the most important improvement projected for the East Side this year, being considerably over a mile in length, and it will afford street facilities to Piedmont and Woodlawn and adjacent districts heretofore almost inaccessible for vehicles in the winter.

It is proposed to gravel the street for the full width, and also to have gravel sidewalks, the latter being an innovation. Union avenue was widened to 90 feet as the result of over ten years of effort. Indeed, it has taken about 12 years of agitation to reach the present state of the proceedings, but the progress of matters may not be quite so slow from this point to the completion of the contract. The City Engineer estimates the cost at \$25,000. Work is now progressing on the im-

LAST SALE AT SHANIKO

HIGH PRICES FOR EASTERN OREGON WOOLS MAINTAINED.

1,000,000 Pounds Offered, \$85,000 Pounds Were Disposed of—District Nearly Cleaned Up.

SHANIKO, Or., July 15.—(Special)—The third and last of the series of sealed bid wool sales, fixed for Shaniko, came off today. Of the 1,000,000 pounds offered in the two warehouses, \$85,000 pounds were sold. The high prices established here early in the season for choice staple wool were maintained on that class throughout all of the sales, including today's. The largest lots offered were those of Kettle & Patterson, Kenneth F. MacRae, James Small, Wurtz, Weller & Thompson, J. Carlin, Johnson & Sons, George Hardie, Williamson & Wakefield, E. Stewart, Charles Buckley and Keens Bros., all of which sold at prices ranging from 12c to 14c. The shorter grown or clothing wool, where there were 500,000 pounds sold, brought from 11 to 12 cents. Besides these there were 100,000 pounds of troway and dark wools taken by the buyers at from 10 to 11 cents, to be secured at The Dalles before shipment East.

With the exception of a few straggling lots, aggregating 150,000 pounds, this cleans up all the wools that have been bidded in Shaniko this season. There are a few lots still undelivered, due to arrive here later from Silver Lake and other interior points, but not sufficient to warrant the buyers in fixing another sales day. They were sold on the two previous sales days here \$225,000 pounds, which added to today's sales makes a total of about 4,000,000 pounds which, taken with that on hand unbid and due to arrive from the interior, amounts to \$1,000,000 pounds that it was estimated would be marketed at this point during the year.

This is the second season that the sealed bid sales have been in operation in this state and, as a rule, it seems to meet the approval of the buyers and large growers. There are, of course, a few exceptions. Generally the criticisms come from owners of small lots, but such criticisms usually prove as satisfactory as the past two have, the system will have come to stay and will probably be universally adopted. The buyers present were: Kuhn, A. Livingston, Thomas Smith, Charles Green, J. M. Russell, S. F. Frankenstein, William Ellery and E. W. Bringham, representing Botany Mills, Denny, Rice & Benedict, Moses & Co., Koshland & Co., Dalles Serrano Mills, Hecht, Leitch & Co., Hallowell & Donald, Whitman, Farnsworth & Thayer respectively. All made purchases except the two last named. Of the 4,000,000 pounds of wool sold at Shaniko this season, F. Kahn has purchased 2,000,000; E. W. Bringham, 900,000; William Ellery, 500,000; Moses & Koshland, 250,000, and 250,000 pounds have gone to various other buyers.

WILL PROTECT ITS TRADE

Northern Pacific Road Will Meet O. R. & N. Corn Rate.

SPOKANE, Wash., July 15.—(Special)—Traffic Manager J. M. Hannaford, of the Northern Pacific, announced here that steps would probably be taken by his road to protect the canned corn district from the business of local wholesalers. Since the recent slash in distributing rates out of Portland, made by the O. R. & N., Spokane trade has been seriously threatened, and the only salvation in sight is a reduction of the wholesale rate on car lots of corn into Spokane from \$1.10 to 90 cents a hundred. This will doubtless be granted.

DEATH FROM LOCKJAW

Federal of Victim, Charles Wert, Was Held Yesterday Afternoon. The funeral of Charles C. Wert, son of George Wert, who lives at 91 East Ninth street North, who died yesterday afternoon from the Third Presbyterian Church. Rev. Andrew J. Montgomery conducted the services. Interment was in Lone Fir cemetery.

Building Lumber Dock

The Sellwood Lumber Company has covered its block between East Pine and Couch streets west of East First street with piles driven for the foundation of a lumber dock, which will take up the vacant block. It is the intention of the owners of the Sellwood sawmill to make this dock their city lumber yard, and to bring lumber there by rail and water. As it will be some time before the Oregon Water Power & Railway Company will complete its line along East Water street, lumber will probably be brought to the dock by water.

Repairs Are Finished

Engine Company No. 7's Quarters Are Put in Good Shape. Repairs to the quarters occupied by Engine Company No. 7, on East Third and Fourth streets, are practically completed, and the horses and engine were put back in their places yesterday. Improvement over former conditions is very great. On the lower floor stalls for the four horses have been entirely reworked and enlarged. Overhead lighting is now in place, and the feed depository is now in the room formerly occupied by the policemen and is much more convenient. Back of the horses to the further end of the building there is a clear open room, the old steel cell, formerly used for a jail, having been removed and a new floor laid.

Pulitzer Will Be Overhauled

ASTORIA, Or., July 15.—(Special)—The pilot schooner Joseph Pulitzer came in from Montreal July 10 for Bristol, and March 25 with 650,000 feet of lumber on board and made the trip to Fiji in 23 days. Captain Munson, who is in charge, says this beats any previous record.

Advertisement for Gorham Silver, highlighting originality and distinction. Text includes 'Originality and Distinction are always evident in Gorham Silver' and 'They serve to differentiate it from the unnamed mediocrities which cost as much and lack the Gorham guarantee of sterling value and honest workmanship.'

Advertisement for Schlitz Beer, featuring the slogan 'Ask Your Doctor'. Text includes 'He will tell you—That barley-malt is a half-digested food, as good as food can be.' and 'But Purity is Essential'. The ad also lists various local physicians and their specialties.

Advertisement for Kodol, a digestive aid. Text includes 'Like a Comet This famous remedy does for the stomach what it is unable to do for itself, even if but slightly disordered or overburdened.' and 'Kodol supplies the natural juices of digestion and does the work of the stomach, relaxing the nervous tension, while the inflamed muscles and membranes of that organ are allowed to rest and heal.'

Advertisement for Hand Sapolio, a skin treatment. Text includes 'Fingers roughened by needwork catch every stain and look hopelessly dirty. Hand Sapolio removes not only the dirt, but also the loosened, injured cuticle, and restores the fingers to their natural beauty.' and 'Blood Poison'.

THE PALATIAL OREGONIAN BUILDING



Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation; elevators run day and night.

- List of names and titles of professionals and businesspeople, including Anderson, Gustav, Attorney-at-Law; Austin, F. C., Manager for Oregon; Baugh, Dr. Gustav, Eye and Ear; Bennett, R. W., Dentist; Bernhart, G. E., Manager Co-Operative Mercantile Co.; Binswanger, Otto S., Physician and Surgeon; Bogart, J. W., Physician and Surgeon; Brock, Wilbur F., Circulator Oregonian; Brown, Myra, M. D.; Bruhn, Dr. G. E.; Campbell, Wm. M., Medical Referee; Canning, M. J.; Cardwell, Dr. E.; Calkin, G. E., District Agent Travelers Insurance Company; Chicago Artistic Limbs Co.; Dickson, Manager; Church, Mrs. S. E.; Clinton, Richard, State Manager Oregonian; Cunniff, Dr. E. W.; Coffey, Dr. R. C., Surgeon; Coughlan, Dr. J. N.; Columbia Granite Co.; Cornell, Dr. E. W.; Coss and Throat; Co-operative Mercantile Co.; Cosen, Gen. Mgr.; Corbett, Dr. J. W.; Collier, P. F., Fuelman; Day, J. G.; DeWitt, J. W.; Dickson, Dr. J. F.; Editorial Rooms; Evening Telegram; Equitable Life Insurance Co.; Getty, L. Samuel, Mgr.; Hollister, Dr. O. C.; Hurler, Dr. J. W.; Idelman, M. J.; Jeffries, Dr. Annice F.; Johnson, Dr. J. W.; Kady, Mark T.; Lank, E. L.; Lawrence Publishing Co.; Littlefield, H. R.; Mackay, Dr. A. E.; McLaughlin, Dr. J. W.; McGuinn, Henry E.; McNeill, Dr. J. W.; Marshall, Dr. R. J.; McKenize, Dr. P. L.; Merritt, Henry; Miller, Dr. J. W.; Mossman, Dr. E. P.; Mutual Reserve Life Ins. Co.; Nichols, Horace B.; Nichols, The Drs.; Niles, M. M.; Northgate, Dr. G. H.; O'Brien, Dr. H. P.; O'Connor, Dr. H. P.; Oregon Infirmary of Osteopathy; Oregonian Educational Bureau; Pacific Northwest Co.; Paque, B. S.; Portland Eye and Ear Infirmary; Quimby, L. F. W.; Reed, C. J.; Reed, Walter; Rickkenback, Dr. J. F.; Rosenbald, O. M.; Ryan, J. B.; Samuel, L.; Schwartz, Agent; Smith, George S.; Smith, Dr. C. H.; Surber, Dr. Geo. F.; Tuckey, Dr. Geo. F.; Vester, A. Special Agent; Weyler, Dr. James O.; Wilson, Dr. Edward N.; Wood, Dr. W. L.

Advertisement for Fleckenstein-Mayer Co. BEERS. Text includes 'Famous the World Over Fully Matured.' and 'Blood Poison'.