

URGENT-SHIP REPAIRS

Chamber of Commerce Secretary Says Shipping Board Must Be Convinced.

BUILDERS UNDER HANDICAP

Mr. Dodson Declares It Is Up to Operators to Get Federal Body to Lift Ban by Presenting Indisputable Evidence.

Pacific Coast wooden shipbuilders must perfect early organization in the interest of the future development of the industry and for immediate work in laying the Shipping Board facts relative to the proposals being offered by allied countries for the construction of wooden vessels. Secretary of the Chamber of Commerce, W. D. B. Dodson, executive secretary of the Chamber of Commerce, was in receipt of a communication yesterday from the office of United States Senator McNary, in which it was recounted that objections made by the Chamber to the attitude of the Government were placed before Admiral Capps. The latter is quoted as having said no specific cases had been called to his attention in which Portland yards not now engaged in Government construction had been prevented from obtaining permission for other work. He said the Government must desire a full disclosure of prospective contracts before passing on them, and that they must not in any way interfere with the building of Federal ships in the way of material or labor.

Board Announcements Confict.

Mr. Dodson thinks the Coast builders who have not obtained Government contracts and those who will finish their vessels within the next year must get together to make a proper showing in Washington. He said that he would be accepted with assurance that the ships will not be commandeered, since the officials are on record as not intending to order the building of ships for the present emergency. Speaking of the matter yesterday, he said:

"We have taken the position with the Shipping Board that no more wooden ships are to be constructed, that the construction of wooden ships for any friendly foreign or private American interests who desire a full disclosure of prospective contracts before passing on them, and that they must not in any way interfere with the building of Federal ships in the way of material or labor."

Clause Destroys Effect.

Nominally the Shipping Board says that this may be done by the end of the month. In circular No. 36 it is stated: "That all such merchant tonnage to be constructed in accordance with the provisions of existing laws with respect to commandeering and any contract made in violation of the provisions of this act." This clause destroys the whole opportunity for action. If a foreign government wants ships and appropriates money to obtain them, they do not need to be returned to them at the expiration of the construction period, but want the ships at all times for their own use. It is not planned, if they feel there is doubt about getting the Shipping Board to accept their contracts, they naturally would rather use their money to obtain vessels elsewhere. There are those who believe that the ability to get the vessels themselves, instead of such sum as our Government might bid them, is a matter under contract here were commensurate.

Labor-Material Shortage Problem.

It is also the opinion of those who are with the Shipping Board, after declaring it does not want more ships, will insist that they shall build the ships. The wooden ships after they are constructed for other people. If they do not want them, they should not build them. The Shipping Board should not interfere with any other program of construction. The only interference that can arise is in the supply of raw materials and labor. The Shipping Board to build these additional ships without interfering with the existing program of the Government's existing program. If the Shipping Board will not accept this proposal, they will have to negotiate with the can employ in communicating with them.

HEAD WINDS HOLD CAMPBELL

Well-Known Fore and After Is 18 Days on Way From Star State.

It required 18 days, or almost six times as long as a steamship would have been on the way, for the schooner John A. Campbell to make the run from San Francisco to the Columbia River. She reported at 4 o'clock yesterday afternoon and her departure from the Golden Gate was recorded October 7. Northwest winds prevailed during all the time she was at sea. The same distance has been covered by a schooner in three days, and again some have been out much longer than the Campbell. The vessel carries a lumber cargo at the St. Johns mill.

Of the offshore vessels bound this way, two auxiliary schooners will be among the first to arrive at the Astoria, owned by A. O. Andersen & Co., has been on the way from Sydney 60 days and the S. L. Alford, of the McClelland yard, Astoria, reported yesterday for Portland after having called there for fuel oil.

FINAL PAYMENT IS READY

Dock Board Expected to Authorize Funds for St. Johns Property.

Providing all papers are ready and approved, final payments are expected to be authorized on the purchase of the St. Johns elevator and water terminal site. The Commission of Public Docks postponed yesterday's session for this morning, and, besides the settlement for the property, there will be other important business transacted bearing on the new construction. The Commission is convinced there will be no lengthy delays in the receipt of material for elevator construction, and everything will be attended to that will tend to expedite the building as soon as the foundation preparations for the new elevator are ready for grain at the opening of the 1918-19 cereal season.

Pacific Coast Shipping Notes.

ASTORIA, Or., Oct. 25.—(Special.)—The steamer D. Matthews arrived today from San Francisco to load lumber at St. Helens and Portland.

The lumber-laden schooner Annie Larsen was shifted from Westport to the local harbor. She will sail for Hawaii as soon as she secures a crew.

The steamer Breakwater arrived early direct from San Francisco, with freight and passengers for Astoria and Portland.

After taking on a hold cargo of wheat at Portland, the steamer schooner Santiam shifted early today to the Hammond mill, where she is taking on a deckload of lumber for San Francisco.

WOOD SHIPS ON PACIFIC OCEAN

Vessels Under Contract to the Shipping Board Will Replace Those Commandeered.

TRAFFIC NOT TO BE HURT

Contracts for Other Governments May Be Entered Into by Coast Builders, Subject to Government Right to Take Them Over.

OREGONIAN NEWS BUREAU, Washington, Oct. 25.—Wooden ships being built on the Pacific Coast for the United States Shipping Board are not destined to engage in trans-Atlantic traffic, but will as fast as they are completed be put into service on the Pacific, either coastwise or trans-oceanic, replacing steel ships which are to be transferred to the Atlantic. The decision has been reached by the Shipping Board after conference with shipowners on the two coasts. The crying need of the day is for steel ships to carry troops and supplies to Europe, and while few of the American steel vessels on the Pacific are suitable for the troops transports, most of them can, in some way, be utilized as freight carriers.

SHIPS TAKEN GRADUALLY

The Shipping Board intends, as time goes on, to withdraw practically every American steel vessel now on the Pacific, but the withdrawals will be made gradually.

BRITISH SUBJECTS ENLIST

Men Are Given Chance to Choose Branch of Military Service.

PANTAGES MAT. DAILY 2:30

CLAYTON & DREW PLAYERS

5-Other Great Acts-5

MOLLIE KING

HEAR THE SYMPHONY ORCHESTRA

MEETING NOTICES

PORTLAND LODGE NO. 25

WASHINGTON LODGE NO. 46

ALBERT PIKE LODGE NO. 102

WASHINGTON LODGE NO. 46

HASSALO LODGE

MEMBERS ARE NOTIFIED

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MONEY OF GERMANS SAFE

Alien Property Custodian Gives Assurance of Good Faith.

WASHINGTON, Oct. 25.—Assurance was given citizens of Germany and Germany's allies resident in this country tonight by A. Mitchell Palmer, alien property custodian, that their money on deposit in banks is not in danger of seizure by the Government.

FIVE TRUE BILLS FOUND

Clackamas Grand Jury Reports and Recommends Improvements.

OREGON CITY, Or., Oct. 25.—(Special.)—The Clackamas county grand jury closed its session Thursday morning and reported five true bills. The jury in its report recommended improvements in the Clackamas County Recorder in the way of new floors, steel counter, steel shutters and the transferring of the old county records.

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AMUSEMENTS

HEILIG BROADWAY AT TAYLOR

POTASH & PERLMUTTER IN SOCIETY

BAKER BROADWAY & MORRISON

ROMANCE

OPHEUM AT HEILIG THEATER

LYRIC MUSICAL STOCK

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Portland Business Bulletin

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ACCORDION PLAYERS

ASSAYERS AND ANALYSTS

AGATE CUTTERS AND MFG. JEWELERS

ATTORNEYS

AUTO HOSPITAL

BARBER SUPPLIES

BARRELS, KEGS

CARPET WEAVING

CELLULOSE DUTCH

CHIROPRACTIC PHYSICIANS

CHEMISTS

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