

THE MORNING OREGONIAN. MONDAY, FEBRUARY 25, 1918.

GOOD NEWS COMES TO WHEAT GROWERS

Administrator Fixes Food Water Rate of \$3.50 From Portland to New York.

PARITY WITH EAST GIVEN

Shipping Board Undertakes Transport Excess Production of Wheat and Flour From Pacific Ports to Atlantic Seaboard.

(Continued From First Page.)

1217 13

Why, boy! That's our home.

bringing \$2.17 b, as the price for the New York terminal is fixed at \$2.23. Chicago's basic price is \$1.20, with an 8-cent rate to New York. Dispatches from Washington, D. C., detailing the seeming controversy be-tween Administrator Hoover, the Ad-ministration and the Shinging Beart

ministration and the Shipping Board, related that Mr. Hoover, when informed of the Shipping Board's promise to establish the low water rate, at once declared that such action would place Portland on a parity with Chicago, ir-respective of the proclamation.

Logic Is Recognized.

Various Portland men, acquainted with the grain business and the aims of the Government, and holding that Portland is entitled to a parity price with Chicago, recognized the logic of the Food Administration's position, but were plainly uncertain as to the out-come, inazmuch as the price appeared to be arbitrarily decided.

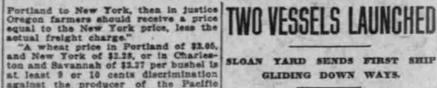
The proclamation which fixed the Portland price at \$3.05, coupled with the promised water rate, was commented upon as an evidence that mis-understanding existed somewhere in official circles at the Capitol, and that co-ordination seemed lacking between the Administration and its war-childrem, the Shipping Board and the Food Administration. Otherwise, they argued, the basic price for Portland would have been fixed at \$2.1%. All believed that the tangle would be unsnarled, but sev-eral expressed doubt as to the Northwestern wheatgrower's chances for an established parity price.

Reported Brench Ominous

The Hoover telegram is good tidings in itself, but affords no hint of what action may be taken to revise the President's proclamation of \$2.05 wheat for Portland, and the reported breach between Hoover and Secretary McAdoo appeared ominous to some, who be-lieved that the Administration might remain firm in its stand, disregarding the showing, and that the Shipping Board might be compelled to revise its water rate upward, inasmuch as the rate is admittedly low and un-8.0 precedented.

Assurance of the water rate, from Herbert Hoover, is taken, however, to indicate that the misunderstanding has been satisfactorily arranged, and that the promise of a parity rate for Port-

by J. D. Brown, president of the Farm-ers' Union of Oregon, from members of the Farmers' Union delegation to the



ton and Savannah of \$1.37 per bushel is at least 3 or 10 cents discrimination against the producer of the Pacific Northwest," commented W. D. B. Dod-son, executive secretary of the Port-land Chamber of Commerce. "Fair costs of water transportation from Portland to New York or perhaps, better yet, Liverpool, should be the de-termining element. In peace times Liverpool was the base upon which we sold. We were then within 5 or 6 cents a bushel of the Chicago prices. dent of Milwankee Railroad, Christens New Craft.

OLYMPIA, Wash., Feb. 24 .-- (Special) Water Rate to Be Considered. Shipyards as general manager, with

"When the first set of prices were Andrew Peterson, of Aberdeen, as sufixed by the Government, no account perintendent, under the Emergency was taken of the water transportation element in fixing our prices, but we were arbitrarily put at the Chicago price, minus rail freight, because the Government argued there was no com-Fleet Corporation Administration The yard Saturday launched first ship, one that had laid on the ways for more than a year. It is a 2500-ton wooden vessel with twin screws and schooner rigt Mrs. R. M. Calkins, wife of R. M. Calkins, vice-president of the Milwaukee Railroad at mercial movement of wheat through the Panama Canal to New York or

"We had the first prices changed in Seattle, christened the ship Cethana. The vessel launched Saturday is the first of the Clinchfield Navigation Comwe had the first prices changed in our favor by showing that there was potential water transportation; that the Government owned the vessels avail-able; that it could fix any fair rate it desired the theorem water theorem the first of the Clinchfield Navigation Com-pany contract ships that attracted Con-gressional inquiry. Her present owner-ship is not stated, farther than that R. M. Calkins, appears as agent for the ownership. There are three vessels covered by the Clinchfield contract still on the ways, and four more have been contracted for with Sloan by the Shipping Board. It is expected that the Government will eventually take indicate that the misunderstanding has been satisfactorily arranged, and that the promise of a parity rate for Port-land and the Northwest will be kept in all essentials. Messages received several days ago, by J. D. Brown, president of the Farm-ers' Union of Overson from members of

Mrs. R. M. Calkins, Wife of Vice Presi-

comes self-operative. I cannot see what of the Shipping Board would secure fair would hinder anyone from shipping to New Tork and receiving the price es-tablished there. Of course, there would weight, steel steamships being finished he some charges, from three to five here. ents per bushel, covering loading, un-oading, marine insurance, etc.

Water Rate Asjasts Difference. While an established price for Port-hand of \$2.05 per bushel would not, if his opinion, be fair to the growers, the promised water rate would automat-feally adjust the difference, in the be-lief of J. D. Brown, president of the Farmers' Union of Oregon. Farmers' Union of Oregon. Farmers' Union of Oregon.

Farmers' Union of Oregon. The \$205 price is not fair to the farmers of the Northwest," said Mr. Brown, in comment, "and they would Cas

under such a rate, or 14 cents differ-ence when compared with the Chicago rate of eight cents to New York.

Basie Price May" Be 2.17%.

"If that is true, we are practically on a parity with Chicago, and have no complaint to make, for in the past our defferential has been from six to eight cents on an average, and often greater. If we can deliver wheat in New York for 1015 cents we ought to get a basic price for Portland of \$2.1716, irrespec-tive of the price fixed by the Prealdent.

"A Farmers' Union delegation has "A Farmers Union delegation has been in Washington for several weeks, working mainly for Pacific Coast par-ity with Chicago. We received a tele-thought they had succeeded in getting a parity rate. Undoubtedly they had in mind the Shipping Board and its promise of a low water rate."

Mr. Wilcox Sees Misunderstanding. Theodore B. Wilcox, chairman of the

North Pacific Coast milling division, Federal Food Administration, declined to discuss the hasic price or the prom-taed Shipping Board freight rate.

"It is evident that there is some mis-understanding," said Mr. Wilcox. "Nothing definite has been given out with regard to the freight rate. Fortland wheat never has been on a parity with Chicago, and there has never been such treight rate. I do not care to dis-CUSE II

"Portland should have the same basic ploted. "Portiand should have the same data wheat price as Chicago, hamely \$2.20 at bushel," said R. N. Stanfield, candi-date for the Republican nomination for United States Senator, yesterday. "It costs just as much to raise wheat in Oregon as it does in Minnesota or Da-kota, and the Oregon farmer should re-tion and the unit will be \$400,000 it is planned to during the second unit will be \$400,000 it is planned to finish the first unit by July 1. ceive the same price. The transporta-tion charge between Portland and Chi-engo is not a sufficient cause for a large differential

Oregon Delegation Has Work to Do.

Gregon Delegation Has Work to De. "It is up to the Oregon delegation in Congress to secure for Portland a basic market on a parity with Chicago, other-wise the Oregon producer is placed in the position of being denied equal treat ment in bis trade relations, and the common cause which we are all en-deavoring to ald must suffer. Taking it for granied that, as re-ported, the Shipping Board has fixed a rate of \$13.00 per ton for wheat from

It is reported that E. R. Ward, owner of the Olympia yard, has contracts for four more ships and that work will begin promptly. here. She would carry nearly that amount of wheat as cargo, with coaling Apparently a misurance, etc. s," said Mr. Houser, "and that, in s, will be property adjusted." Water Rate Adjusts Difference. While an established price for D. Water Content of the state of the s CAPTAIN FINALLY FINDS SON

Captain Johnson, of the schooner Dav-enport, and his son, George, have met after many vicissitudes. Three times

farmers of the comment, "and they would feel that they were discriminated against. As for the water rate of \$3.50, I can hardly think that Hoover is the a position to assure any such rate, in face of the profilemation. "But the water rate, if operative, "But the water rate, if operative, costs and the profile operating in costs and the profile to be arned on costs and the promotivally when by so night at 7:30 the skipper hove to at the cantonment, but he could find no trace of his son. Then he drifted into the Liberty Theater and heard a familits vessels low, especially when by so doing the effect is to give a strong impetus to the production of the vitally needed wheat.

lar voice. It was his boy doing a stunt on the stage. It did not take him long "A rate of \$2.50 a ton through the Canal is slightly above 10 cents per bushel. Ten cents, a bushel, if this rate to convince the stage manager who he was and today father and son spent a se, we are practically Chicago, and have no to, for in the past our been from six to eight are, and often greater. r wheat in New York. Nine cents a bushel is the proper difference if we base upon Charleston or Savannah. The New York figure would give us \$2.18 If based upon Liverpool and direct sall-ing from the Canal to Liverpool were possible, as in peace times, we should have probably about \$2.20 a bushel." W. B. Ayer, Federal Food Adminis-trator for Oregon, cheerfully swept that all was well with Northwestern wheat, offering in evidence the message he had just received from Administrafew hours together, the first in many months. Pacific Coast Shipping Notes.

ASTORIA, Or., Feb. 24.—(Special.).—Carry-ing lumber from Portland, the motor schoon-er Pauline sailed at 11 o'clock today for Antofagasta via San Pedro. The fank steamer J. A. Chanslor arrived at 10 o'clock from California. Inden with a full cargo of freight and a fair list of passengers. from Portland and Astoria, the steamer Beaver sailed at 1:30 this morning for San Francisco and San Pedro. he had just received from Administra-

The tug Navigator, with oil barge Mon-terey in tow, arrived at 2 o'clock this after-noon from California, bringing fuel oil for Doctard Portland. BIGGER HOTEL NECESSARY

Camp Lewis Structure Building Unequal to Demands.

TACOMA, Wash., Feb. 24 .- (Special.) -So great has been the demand for accommodations at the new hotel to be built at Greene Park, Camp Lewis, that the Benson Hotel Company an-nounced today that a second unit will be built as soon as the first is com-plated

The first unit will have 560 rooms and dining-room of the main unit will ac-commodate 4000 diners, according to present plans, and the cost of the sec-ond unit will be 4400,000 It is planned to finish the first unit by July 1. Hundreds of officers will make their homes at the hotel and many who are married will house their families there.

Soldiers Bound for Spruce Camps

versity.

ment demand for large quantities of ecent years the Dolly Varden consisted f one of the oldest but most faithful comotives of the New York Central buttons has led manufacturers to attempt to purchase back the stocks of wholesalers and jobbers of buttons at lines and a single day coach of the type long obsolete, but which in the roman-tic days of the Dolly Varden's prime was described as "a veritable palace on the price asked the cutting-up trade, in order to fill Government requisitions promptly. The figures furnished by the Bureau of Foreign and Domestic Com-merce show also that there has been a greater demand abroad for buttons wheels." The Dolly Varden was able to con-tend against everything except war, and thus the mailed fist causes "an-

made in this country. The exports of buttons and parts from the United States for the fiscal year

WOMEN ENTER TRAINING Buttons, especially the larger sizes, 40 to 55-line, such as are used on over-coats, of metal, horn or vegetable Volunteers Are to Be Assigned to ivory, are now much wanted. The de-mand has not only absorbed the American product, but has apparently stim-

'POLLY' SOLD FOR CHARITY

Parrot Becomes Sacrifice to Aid French Orphans.

f Columbia University. Miss Mary Richmond, director of the rganization department of the Russell Sage Foundation, will lecture on "The Family as the Center of Social Service."

discussion will cover the following sects: "Friendly Visiting in the ne," "Child Welfare," "Medical So-

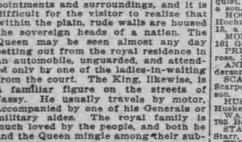
cient and holy things to fade like

Active War Work.

dream.

At the satisfactory completion of the course the women will be placed in ac-tive volunteer service by the committee on women's war work of Columbia Uni-

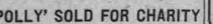
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ending June 30, 1917, amounted to \$1,982,104, as compared with \$1,902,556 in 1916 and \$654,872 in 1914. S. S. ROSE CITY

ulated the import trade in buttons.



ST. PAUL, Feb. 20.—"Telephone! Tel-ephone!" called a shrill voice above the din of the throng of buyers at the sac-rifice sale of the Fatherless Children of France Society, which opened this morning in Field, Schilck & Co's rug department. NEW YORK-BORDEAUX-PARIS Direct Route to the Continent. WEEKLY DEPARTURES. Fugazi Bros., Fac. Coast Agenta, 109 C St., Seattle, or any Local Agents.

war orphan. "Polly," who has been in the Hill family for years, is in the habit of UNION S. S. CO. OF 220 California St. or local steamship at

Successors to Independent Coal & Ice Co., Eighteenth and Thurman, 3245 PHONES Brondway 4280 3245

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French Lin

BEREALE TRANSATLANTIQUE

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Cherry AUSTRALIA AUCTION SALES TODAY. NEW ZEALAND AND SOUTH SEAS Via Tahiti and Raratonga. Mail and pas-senger service from San Francisco every E LUNCH ROOMS, at 2 P. M. J. Auction House,

NEW YORK, Feb. 15.-Over 200 wom-m have registered for the war time raining course for volunteers being presented at the Hotel Biltmore, New York. This is the second in a series of 13 lectures presented under the auspices of the committee on social welfare, tother with the extension department

By Happy Chance.

noon from California, bringing fuel oil for Portland. SAN FRANCIECO, Feb. 24.-(Special.)-Unitouched by a paint brunch for the past two years, 11 German sailing vessels in-termed at Banta Rossilla since 1014, are fast sinking into decay, according to word brought have today by Captain Hubio, of the Mathematical status of the vessels were left to the vessels deserted immediately after they were interned and the vessels were left to the hapharard attention of several shift-izes caretakers. The Korrigan III is ewned by a French concern and comes here for a general over-hauling and if prices are not too steep, it is reported her owners will have her length-ened and izmed lategely in the move-ments on the Pacific reported at the marine-department of the San Francisco Chamber of Commerce today. The motorship Laurel Whalen sailed for Vancouver, while the metorship S. I. Allard arrived from Hono-ulu after a voyage of id days. The Allard are placed to as of sugar beside abipments of cansel place of sugar beside abipments of and placeples. The Japanese freighter Tuki Maru arrived ported that he had encountered stormy wather all the way across. The waves damage the vessel's bridge and superstruc-ure and flooded the messroom. The Tuki Maro brought 4100 tons of general mer-thand bis. A store of general mer-thand bis. The methement is a stormy wather all the way across. The waves damage the vessel's bridge and superstruc-ture and flooded the messroom. The Yuki Maro brought 4100 tons of general mer-thand bis. The scheener Esther Buehne, Ti days from stores. The British bark Louiss Cruig, from Now

oyage. The British bark, Louisa Craig, from New caland, arrived late tenight.

Movements of Vessels.

ASTORIA, Pet, 33 -- Salled at midnight, steamer Beaver, for San / -- melace and San