

PORT IS ASKED TO ASSIST MARINE

Shipping Board Head Urges Preparations for After-War Business.

AMERICA TO LEAD WORLD

Edward N. Hurley Writes Commercial Club for Information Concerning Its Plans for Deep-Water Traffic.

Edward N. Hurley, chairman of the United States Shipping Board, has called on the Portland Chamber of Commerce to help operate some of the new ships being built. Before actually assigning tonnage he seeks to learn the situation here with reference to preparations for deep-water traffic.

The general way plans for the future reaching the marts of the globe with American vessels; also asks pointed questions regarding what is under way to accommodate the new conditions.

A communication received from him yesterday follows: "I am going to call upon your organization for some time work."

"The time has come for Americans everywhere to put themselves solidly behind American shipping."

"Our railroads must no longer stop at the ocean. We are building an American merchant fleet of 55,000,000 tons—300 ships. We are building modern ships with modern port facilities, establishing our bunkering stations all over the globe, and will operate with American railroad efficiency. We will carry American cargoes at rates corresponding to our railroad rates—the cheapest in the world. Fast American passenger and cargo liners will run regularly to every port in Latin America, the Orient, Africa and Australia."

Portland Urged to Help. "We must take off our coats and work to bring these American ships home to the people of every American interest and community."

"Has your organization appointed a live committee on merchant marine?"

"Is the chairman of this committee a man of international vision?"

"Are you applying the new world vision to the interest represented in your organization and learning what ships can do toward widening your markets?"

"These are your ships. It is your duty to bring them close, regard them as new railroads, spread knowledge about them through investigation, meetings, discussion."

"Public neglect ruined our old merchant marine. Congress was not to blame—it simply reflected the indifference toward the merchant marine of the American. Once more we have a real American merchant fleet under way, backed by far-reaching policies for efficient operation and just like the difference and keep our flag on the trade routes of the world."

"I want to hear personally from your organization. These are precious days of opportunity. The Nation is united for team work and service. Let us 'wake up, America,' which means waking up ourselves. We are in a position to outline your views and making any suggestions that you think will be helpful in our work."

Commercial Body to Act. The chamber will advise Mr. Hurley that Portland has extensive waterfront facilities, unused now to a material degree because of the war; that steps have been taken to bring the waterfront of an operating company with a view of running ships just as he proposes, and that the trade and commerce bureau of the chamber is in position to report matters as a general committee, such as he asks about, while under the navigation committee, also active in other matters, to which have a direct bearing on the channel."

Mr. Hurley's queries come at a time looked upon as most opportune by officials of the Chamber. The recent visit of John H. Rosser, the newly appointed director of the bureau of operation of the Emergency Fleet Corporation, also afforded opportunity for pointing out advantages of Portland; likewise, Mr. Rosser was in position to name additional facilities that could be provided to strengthen Portland's position in bidding for Government ships to ply on old as well as new trade routes."

Mr. Hurley's letter opens the way for direct and open presentation of the position of the entire Columbia River and Inland Empire districts.

PORT'S FUNDS ARE LIMITED Coal Dock May Be Provided First and Dredge Hull Later. Confronted by two heavy expenditures which must be made this year, that necessary for the construction of an open storage dock, alongside the drydock for taking care of bunker coal and building a new hull for the 20-inch pipeline dredger, Columbia, the Port of Portland Commission is expected to decide in favor of the coal dock first and endeavor to obtain funds for the Columbia's hull later.

The construction of the new stern-wheel steamer Portland is virtually provided for, part of the expense being represented by money received last year through the sale of the steamer Oklahoma, and the difference will no doubt be drawn from the funds on hand. Consideration has been given a plan to ask for authority to increase the taxation revenue at the next election, the 5 per cent limitation law having prevented the Port having all means necessary to carry on projects deemed most important.

COLUMBIA DOCK ACQUIRED Kerr, Gifford & Co. Increase Wharf and Storage Facilities. By a rental deal just concluded the Columbia Dock, the property of the Lewis Investment Company, has been added to the wharf and storage facilities of Kerr, Gifford & Co., Inc. Announcement to that effect was made yesterday by H. H. Ramussen, general manager of the last named company.

The dock has capacity for approximately 15,000 tons of grain and will be operated as a grain dock in connection with the company's regular grain business.

Kerr, Gifford & Co., Inc. also have under construction a new cereal mill in connection with the Albina dock, which is expected to be completed and ready for operation within 90 days. This mill will be used mainly in the manufacture of oatmeal and other cereal foods. Machinery for the plant, it is said, is already on hand.

ABERDEEN YARD IS FIRST Grant Smith-Porter Plant Passes Pennant to Small Brother. Due to a mistake made at the Philadelphia headquarters of the Emergency Fleet Corporation a blue pennant flown by the Grant Smith-Porter Ship Company, indicating the Portland yard as the country during June, had only one full day to wave over the plant, for yesterday a telegram came, explaining that the organization here was second in the June showing, so was entitled to a red pennant.

However, honors went to the Aberdeen yard owned by the same interests, it having taken first place. There four ways are maintained as compared with slight ways at the Portland yard. Progress in May was made by the Portland yard and second place went to the Aberdeen plant, and even though the flag again has been held "in the family," Eric V. Hauser, general manager for the company, came in for his share of joking yesterday for having to accept the Gray's Harbor plant credit flag being the best for the month, though only half as large as the one here.

NEW SHIPS TO BE STARTED Two Vacant Ways at Supple-Ballin Plant to Be Used for New Vessels. Delay in final execution of contracts on four composite ships the Supple-Ballin force is to construct for the Emergency Fleet Corporation, which was decided on July 15, leaves the building berths at the yard vacant and it is expected the preliminaries will be hurried so that keels may be laid soon.

The original contracts accepted by the Emergency Fleet Corporation, which were for eight vessels, were for six. Six have been launched, the last two being the Airle, July 16, and the Asheville, August 9. Two vessels under way are progressing, yet no keels have been laid in the past, all of the men cannot be employed as advanced as the original schedule. At the same time it is said there has not been any decrease in the force, so the organization can be held intact until the work is passed to the operations. The California first of the fleet finished and which was on her official trial trip Wednesday, probably will be delivered to the Government early in the week.

FRENCH SHIP CHANGES WHEEL Commandant Challes' Speed Will Be Advanced to Meet Standard. To have new propellers fitted, so she will have the same design as others of the fleet finished, the French steam auxiliary schooner Commandant Challes will shift from the yard of the Foundation Company to the St. Johns drydock this morning. When the wheels are changed the vessel is to be commissioned.

Under the original specifications the vessels are to make eight knots, but greater speed being required in the waters of the Pacific, the propellers by fleets under convoy, the propellers were designed anew. Until the Commandant Challes was given her trial none of the original propellers were tested, so it was decided to ascertain just what speed could be made with them. Another of the Foundation ships will be drydocked tomorrow and during the time the propellers on the water may be augmented by one.

CONCRETE SHIPYARD GROWING Pile-driver at Work on Site on Columbia at Vancouver. VANCOUVER, Wash., Aug. 9.—(Special.)—Rapid progress is being made in constructing the yard for the building of concrete ships by the Great Northern Shipbuilding Company, at the foot of Columbia street, and just below the Columbia River Interstate bridge. This yard adjoins the G. M. Standifer Construction Corporation's wooden yard, on the east side of the river, and is under completion for the machinery and warehouse, and a pile-driver is now driving piles for the ways.

Guided by the city on the Pacific Coast where steel ships, wooden ships, concrete ships and lifeboats are being built. It is expected that six ships will be built by this company when fully in operation.

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DELPHIA HEADQUARTERS OF THE EMERGENCY FLEET CORPORATION A BLUE PENNANT FLOWN BY THE GRANT SMITH-PORTER SHIP COMPANY, INDICATING THE PORTLAND YARD AS THE COUNTRY DURING JUNE, HAD ONLY ONE FULL DAY TO WAVE OVER THE PLANT, FOR YESTERDAY A TELEGRAM CAME, EXPLAINING THAT THE ORGANIZATION HERE WAS SECOND IN THE JUNE SHOWING, SO WAS ENTITLED TO A RED PENNANT.

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HARBOR IS UNDER BY FLEET OFFICER

Friction Between Shipyard Managers and Draft Officials Is Smoothed Out.

SEATTLE METHOD SUCCESS

S. A. Keenan Explains How System Does Not Disturb Industry. All Interests Here Pledge Helpful Co-operation.

Stephen A. Keenan, branch officer of the Emergency Fleet Corporation at Seattle, appearing yesterday before representative shipbuilders and exemption board executives essayed to smooth away the friction that has existed between these groups over operation of the selective service system. There were numerous demonstrations of the clash of views at the conference, held in the Portland Hotel yesterday, but marked progress toward solution of the difficulties and establishment of harmonious relations was achieved. A resolution pledging all interests to helpful co-operation was adopted.

Seattle Sets Example. Mr. Keenan brought the message from Seattle that the shipbuilders and draft officials have composed their differences so successfully that that city, both fills its draft quotas and speeds shipping operations without interruption. Methods by which class I men employed in Seattle shipyards are withdrawn quietly—those not necessary to the industry were not disclosed by Mr. Keenan. He insisted that the problem of withdrawing selectives with a minimum of disruption during the season in Seattle was taken up by the Portland Hotel yesterday. J. Maloney and Otto R. Hartwig represented the district board, and Acting Adjutant-General Williams also was in attendance.

Difficulties Are Adjusted. The hostility that has grown up between the conflicting interests over application of the selective service regulations during the season in Seattle, and particularly over deferred classifications as granted ship workers under Emergency Fleet Corporation arrangements, was in evidence at various junctures during the session. In the end, however, conciliatory resolutions were approved and an important step toward harmonious adjustment of the conflicting interests was taken.

On motion of Russell Sewall, of local board No. 2, a resolution voicing the wish of the interested factions to cooperate and work harmoniously both for the building of ships and the raising of Army quotas was introduced and passed. It was voted further that Chairman Stevenson of the Southern Pacific Corporation, a committee of three members to take up the matter and plan to carry into execution the spirit of the resolution.

In his talk before the conference Mr. Keenan declared that too much emphasis has been put upon the effort to get slackers from employment in shipyards.

Slackers To Be Weeded Out. "We've got to quit worrying so much about the isolated cases of slackers down in the yards," he declared. "They're the weeds that we don't want in our mind. They'll be found. We'll get them out in due time. In the meantime, there is no need to disrupt activities by dragging out essential workers."

Among those who spoke at the session, Chairman Stevenson included, Mr. Maloney, Mr. Hartwig, Mr. Williams, Charles F. Switzer, vice-president of the G. M. Standifer Ship Construction Corporation; William F. Woodward, of local board No. 7, and A. F. Fiegel, of local board No. 9.

Important among the questions raised was one dealing with the power of the district draft board in classifying industrial workers. It was agreed promptly by members of this board and those holding opposing views to submit the question to the Provost Marshal-General through the Adjutant-General's office.

Pacific Coast Shipping Notes. SEATTLE, Wash., Aug. 9.—(Special.)—L. E. Ted Geary, a Seattle naval architect, is attending a conference of the United States Shipbuilders Association at the headquarters of the Emergency Fleet Corporation in Washington next Monday, that each district examiner associate with him, and that the board will be in position to act on the discharge of shipbuilders in the discharge of their duties, and that the examiner's decisions should be put into effect without reference to any other agency.

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IT WAS ANNOUNCED AT LIBERTY LOAN HEADQUARTERS HERE TODAY. EACH TRAIN WILL CARRY A NUMBER OF AMERICAN TROOPS WHO PARTICIPATED IN THE BATTLE. THEY WILL DESCRIBE THEIR EXPERIENCES AND URGE UPON THEIR HEARERS THE NECESSITY OF BUYING LIBERTY BONDS.

In each city time will be allowed the inspection will be followed by a formal program in which the war speakers will be heard.

SUICIDE WELL-KNOWN GIRL

Mrs. Luke Walker, Klamath Falls, Prominent at State University. EUGENE, Or., Aug. 9.—(Special.)—Mrs. Luke Walker, who committed suicide at Klamath Falls Wednesday, was formerly Miss Mildred Wilson, a student in the University of Oregon. She was a daughter of Mr. and Mrs. S. W. Wilson, of Eugene, who made their home in Eugene while their children were attending school here. Miss Wilson was a member of the Delta Gamma Sorority and was active in musical and dramatic circles.

Dave Wilson, a brother of Mrs. Walker, who is attending the University, is now in France with the 1st Division. Mrs. Walker took cyanide of potassium to her death from temporary attack of temperamental melancholy.

WILSON FIGHTS ALABAMA

President Classes Congressman Huddleston Administration. Foe. WASHINGTON, Aug. 9.—President Wilson, in a telegram, characterized Congressman George Huddleston, of Alabama, as "in every way an opponent of the Administration." The President's message was sent in answer to an inquiry from Frank P. Gray, of Birmingham, as to Representative Huddleston's record.

"I do not feel at liberty to make any statement," the President said, "but I think I am justified in saying that Mr. Huddleston's record proved him in every way an opponent of the Administration," the telegram said.

SPOUSE BELIEVED LOST

Mrs. Edna Rose, of Ogden, Asks Police to Find Andrew Rose. Mrs. Edna Rose, of Ogden, Utah, telephone Chief of Police Johnson yesterday to assist her in locating her whereabouts of her husband, Andrew Rose, from whom she has not heard since he left for the front in July 22. She fears her husband may be lost. He is said to be going to look over some more land on July 24. He is 5 feet 7 inches in height, has dark hair, brown eyes, wears an opal ring on right hand and had an open-faced watch with the name Rose engraved on the back.

The letter is in response to a query as to what is being done about a physical connection of the two lines at Eugene.

RAILROAD SURVEY MADE

Plan to Unify Operation of Southern Pacific and Oregon Electric. SALEM, Or., Aug. 9.—(Special.)—A complete survey of the situation in the Willamette Valley leading to unification of the Southern Pacific and Oregon Electric is being conducted by Federal Manager O'Brien and General Manager Davidson, according to a letter received by Public Service Commissioner Wachtel from District Director Gilman.

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'CRUISE' ENDS IN ARREST

SIX OFFICERS HELD AS STEAMER YADKIN ARRIVES IN PORT. Side Trip Through Mediterranean Is Taken on Return Voyage—Ship's Supplies Sold for Pittance. NEW YORK, Aug. 9.—Behind the arrest by Federal officials today of six officers of the steamship Yadkin, a former North German Lloyd liner taken over by the United States Shipping Board, lies the story of a strange "cruise" in the Mediterranean Sea, after having recently landed a cargo of supplies for the allied armies.

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This "explanation," however, is said to have been discredited when the officers of the steamship Yadkin, a former North German Lloyd liner taken over by the United States Shipping Board, lie the story of a strange "cruise" in the Mediterranean Sea, after having recently landed a cargo of supplies for the allied armies.

Details of the Mediterranean cruise are furnished in a confession said to have been obtained by Henry Ward Goodwin, according to a statement made here tonight by W. T. Crothers, Minister of Labor. Conduct of the soldiers in connection with the strike will be left to the military court of inquiry. The appeal of the Government prosecutor in the case was announced by Mr. Crothers.

Strike Leaders to Be Prosecuted. VANCOUVER, B. C., Aug. 9.—Immediate prosecution by the Dominion government will be undertaken against "those responsible" for the 24-hour strike engineered last Friday and Saturday as a protest against the killing of the alleged draft evader, Albert Goodwin, according to a statement made here tonight by W. T. Crothers, Minister of Labor. Conduct of the soldiers in connection with the strike will be left to the military court of inquiry. The appeal of the Government prosecutor in the case was announced by Mr. Crothers.

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PROMPT PAYMENT BLDG. S. REQUESTED

Bankers of Twelfth District Take Action Regarding Government Contracts. SAN FRANCISCO, Aug. 9.—Calling on the United States Government to provide a method for prompt payment under contracts for food and other supplies, representative bankers from the 12th Federal Reserve district today held a conference here with Federal Reserve officials.

CREDIT RELIEF AIMED AT

Coast Financiers Confer With Federal Reserve Officials at San Francisco; Aid in Winning War Is Pledged. SAN FRANCISCO, Aug. 9.—Calling on the United States Government to provide a method for prompt payment under contracts for food and other supplies, representative bankers from the 12th Federal Reserve district today held a conference here with Federal Reserve officials.

Quick action on Army and Navy contracts was asked in resolutions passed last night by the bankers, which relieved them from strain on their credit and left free to dispose of the \$16,335,000 deficit in subscriptions to the last three issues of Treasury certificates of indebtedness.

A separate organization in each state to direct the sale of the certificates was urged in other resolutions adopted.

Country Banks to Get Loans. Banks in the larger centers were asked to lend to such of their country correspondents as are unable to subscribe to the certificates from their own funds sufficient sums to cover their allotments.

City banks, a resolution adopted said, if necessary, should be allowed to pass such loans to the Federal Reserve bank for discount and to charge the associate the certificates bear.

James K. Lynch, governor of the Federal Reserve bank of San Francisco, presided today and among the speakers were Governor Stevens, who scored deflationists and praised the co-operation offered to the Government by the bankers.

Ralph P. Merritt, Pacific Coast member of the United States division of co-ordination of purchase, explained a new plan whereby the Government is to pay on contracts in this district through the Army quarters at Fort Mason and through the naval paymaster at Mare Island. This is expected to eliminate delay in payment. Mr. Merritt said, "Final action will be announced, but I will take the matter at a conference of the division of co-ordination of purchase at Washington, D. C., in September."

War Support Pledged. Resolutions adopted today, pledging the bankers aid to the Government in winning the war, were drafted by a committee including Edward Cookingham, of Portland, Or., chairman; David H. Moss of Seattle, Wash.; F. H. Partridge of Boise, Idaho; P. P. Greer, of Globe, Ariz.; Charles S. Burton, of Salt Lake City, Utah; J. K. Moffitt, of San Francisco, and Stoddard Jess, of Los Angeles. The conference closed tonight.

'CRUISE' ENDS IN ARREST. SIX OFFICERS HELD AS STEAMER YADKIN ARRIVES IN PORT. Side Trip Through Mediterranean Is Taken on Return Voyage—Ship's Supplies Sold for Pittance. NEW YORK, Aug. 9.—Behind the arrest by Federal officials today of six officers of the steamship Yadkin, a former North German Lloyd liner taken over by the United States Shipping Board, lies the story of a strange "cruise" in the Mediterranean Sea, after having recently landed a cargo of supplies for the