

PORTLAND LOGICAL SHIPBUILDING CENTER

Advantages Not Fully Realized, Says Visitor.

TANK STEAMER ACCEPTED

First of Seven Big Vessels Building for Oil Transport Company Turned Over.

Portlanders do not fully realize either the natural advantages of their city as a shipbuilding center or the importance of the shipbuilding industry in the life of the citizens who are not directly connected with the construction of these vessels.

When interviewed on the quarter-deck of his new steamer yesterday, Mr. Desmond was enthusiastic both about the quality of work turned out by the Portland yard and about the fact that the vessels are being completed.

"Consider," said Mr. Desmond, "the value of this one contract to Portland. The building of these seven vessels is giving work, directly and indirectly, to 6000 Portland workmen at a time when work is needed. Moreover, with purchases made in this city from the beginning of the contract to its completion, will total possibly in excess of \$1,000,000."

Money is brought here. "It is important to remember that all this is outside money, actually brought into Portland and banked or expended here. I am not taking into account any of the money which, though paid on the contract and possibly banked here for a short time, is sent outside the city for materials manufactured and purchased elsewhere."

Portland shipbuilders can turn out—and are turning out—as good ships as can be built anywhere. The Swiftsure is as fine a vessel of her class as any craft afloat. In spite of the long haul, or shipbuilding steel brought from the east and put together here, Portland builders can also turn out their vessels at a profit, in competition with yards in Europe or on the Atlantic coast.

By this I do not mean direct profit on each particular vessel, but cumulative profits over a period of time. A far-sighted builder will occasionally accept contracts at actual cost, or a little less than cost, during a period of depression, in order to keep his organization intact and to enable it to earn profits when prices are better.

Whether Portland will continue to be a shipbuilding center or not depends largely upon the builders. If they can see no farther than the balance between expenditures and receipts on a single job or a single contract, then their yards will probably close when they finish the present work. If, however, your builders are sufficiently public-spirited to have the good of their community at heart, and can see ahead to the time of improved shipping conditions, then the permanence of the steel shipbuilding industry for Portland can hardly be questioned.

One strong talking point for Portland shipbuilding, which has received little or no publicity according to Mr. Desmond, is the speed with which ships can be built here because of the equable climate, which enables every man to do a full day's work every day. The steamer Swiftsure, he pointed out, has been completed 30 days ahead of her contract time, and a similar record will probably be made by every other vessel of the Swiftsure fleet building here.

One hull now under construction in the yard of the Northwest Bridge & Iron company, will probably establish a speed record for a vessel of her class and size. He emphasized the accomplishment of this record as a peace-time economy and the perfection of construction guaranteed by inspection by Cox & Stevens, and dual registry by Lloyd's and the American bureau of shipping.

Time Importing Factor. "Local builders," Mr. Desmond said, "may not be able to meet the prices for completed tonnage demanded by British and eastern buyers, but the price of \$115 a ton with seven months' delivery may be as attractive to a purchaser as a price of \$140 a ton on the Atlantic coast with delivery at the end of a year, or \$140 in Europe with completion of the vessel in 18 months."

WHEAT VESSEL CHARTERED Pengreep to Load Here for Grain Company in February.

The British steamer Pengreep, a vessel of 3907 net tons, registered in London, is being chartered by the Northern Grain & Warehouse company to load wheat here in February for the United Kingdom. It was announced yesterday afternoon. The Pengreep is reported to be on her way from England, and is expected to arrive between February 10 and 12.

The shipping board steamer Osmusick, recently chartered by the Pacific Grain company to load wheat here, started out from Seattle yesterday morning for Portland, but put back to Puget sound because of rough weather outside according to a report received by the Merchants' Exchange. The steamer Eastern Ocean, which will carry wheat from Portland to England, is being loaded at the yard of the Northwest Bridge & Iron company, where she also has both inward and outward freight.

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ADDITION OF CANALS TO BE ASKED

Relief of Coast-to-Coast Shipping Advocated.

OTHER NEEDS ARE CITED

Resolutions Adopted by State Chamber of Commerce Committee to Go to Washington.

National legislation looking to abolishment of all tolls at the Panama canal on American coast-to-coast shipping was urged in a resolution adopted at an all-day conference yesterday of the congressional advisory committee of the Oregon State Chamber of Commerce in the office of A. C. Callan, chairman of the committee.

The committee also urged a federal appropriation for road construction in this state, concerning with the legislature's recent memorial to congress.

Harbor Improvement Urged. The improvement of the harbor at Sitka was urged by a federal appropriation also was urged by the committee. It was pointed out that there are two shoals inside the harbor which prevent the larger steamers of considerable draught entering. About \$50,000 already has been expended on the improvement of the harbor there, it was declared, and the community of Sitka has taxed itself to the limit to better the harbor. Just recently the revenue cutter, the Albatross, was wrecked on the shoals which were recommended by the board of engineers and at that time it would have cost \$45,000, according to the government estimate. The war, however, held up the improvement.

The committee urged some sort of federal action to put an end to present operations of trawlers outside the three-mile limit of the Oregon and Washington coast. Representatives of the fishing industry at present are destroying the feeding grounds of the salmon and are proving a menace to the industry. A law regulating the sale of the fish might be effective.

Forest Camps Advocated. The recommendation of a secretary of agriculture to appropriate \$50,000 for use by the forest service in the establishment of camp grounds and camps for campers in the national forests also was approved.

A resolution was adopted favoring the appointment of a westerner as secretary of the interior by President Harding.

J. W. Dunn and W. E. Peterson of Astoria, appeared before the committee in behalf of a federal appropriation for the improvement of the timber harvest at Newport. It was pointed out that the community has taxed itself to the limit, that the improvement was nearly finished and that only a little government aid would be required to complete the project. The committee announced that the matter would be taken up with local government engineers.

Local Industries Helped. The committee recommended a tariff of 5 cents a pound on importations of cherries and walnuts. This proposal was presented to the members of the committee by Professor C. L. Johnson, president of the Oregon Growers' Co-operative association of Salem and W. R. Scott of Albany. It was pointed out that the cherry and walnut industries of this state are endangered at present by importations from Europe and Asia.

The committee is composed of A. C. Callan and Whitney Boies of Portland, L. E. Bean of Eugene, C. S. Hudson of Bend and B. F. Stone of Astoria.

Pacific Coast Shipping Notes. ASTORIA, Or., Jan. 14.—(Special.)—After making a short trial run at sea, the tank steamer Swiftsure left for Portland at 10 o'clock today.

The Japanese steamer Anyo Maru, from the west coast via San Francisco, arrived at 10 o'clock today at the wharf of the Heins to take on lumber. She has on board 392 passengers.

After discharging part cargo in Portland, the steamer will proceed to Astoria for the sale to subside before sailing for Seattle.

Carrying freight and passengers from Portland and Astoria, the steamer Curlew left for Seattle today. She is being better weather conditions before sailing for San Francisco via Puget sound.

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50 HENS LAID 3 EGGS A DAY. NOW LAY 36

Tells How to Make Idle Hens Produce Money in Winter.

"When I began using Don Sung in December, I was getting only 3 or 4 eggs a day from each of my 50 hens. After three days of getting from 10 to 12 eggs a day, I shall never be without eggs again."

"I have 50 hens and you risk nothing. Give your hens Don Sung and watch how they lay. It pays for itself and pays you a good profit besides, simply put on your money when you use Don Sung."

Don Sung (Chinese for egg-laying) is a scientific tonic and conditioner. It is easily given in the feed. It improves the hen's health and makes her stronger and more active. It tones up the egg-laying organs, and gets the weather.

Don Sung can be obtained promptly from any of the following Portland dealers, or send \$2.50 (includes tax) for a package by mail per order to: Don Sung, Inc., 1000 Commercial Bldg., Indianapolis, Ind.—Adv.

Rev. Parker Moon. Nearly everybody in southwest Missouri either knows or has heard of the Rev. Parker Moon, who for a full half century has devoted his life to the betterment of his race and organization work for the Society of Friends or Quakers.

"Uncle Parker," as he is more familiarly known, came from fine stock, rugged Quaker stock, and there is not a better known or more highly respected citizen in that part of the state. He is a man of great energy and restoration to health by Tanlac.

"About five years ago I suffered a general breakdown. My principal trouble was nervous indigestion. My appetite was very poor and my food seldom agreed with me, and I had to live on a very restricted diet. I suffered a great deal from headaches and dizzy spells; I had severe pains across the small of my back and was badly constipated most of the time. I was very weak and rundown. I was not able to attend to my duties."

"This condition made me very nervous and I could not sleep at night. I was in fact, I was in that condition more or less for five years. My physician said he could not do any-

thing for me and suggested a change of climate. I then moved to Texas and went back and forth three times but did not get the relief I had hoped for. Finally, I got so bad that I was not able to get around with any degree of comfort. I was also told I had heart trouble."

"I had read about Tanlac and, as it had been very highly recommended to me, I decided to try it. I got a bottle and had taken only a few doses until I could notice a marked improvement in my condition. I noticed especially that I was not troubled any more with sour stomach after eating, which was a great relief. I kept on taking Tanlac until I felt that I was getting my health. My appetite is splendid, I enjoy my meals and I do not find it necessary now to take any laxative medicines of any kind. I can sleep much better and am not nearly so nervous."

"I take great pleasure in recommending Tanlac to anyone who needs a good system builder, or who suffers with stomach trouble. I have recommended Tanlac to a great many of my friends and am pleased to see them getting their health restored by giving this statement for publication."

Tanlac is sold in Portland by the Owi Drug Co.—Adv.

RAIL GUANIES DROPS \$2.50 OUT BELIEVED ENOUGH TO GET BUSINESS HERE.

Large Tonnage of Burlap at Calcutta, India, Available for Portland Consumption.

Another drop in shipping board freight rates that is expected to provide a large tonnage of return cargo for vessels operating in liner service between Portland and the Orient was announced yesterday in telegraphic advices from the shipping board.

The new rate is \$19.00 on 40 cubic feet on gunnies and burlap from Calcutta, India, to Portland.

The drop of \$2.50 from the latest shipping board rate is held by shippers to be sufficient to meet the competition of foreign vessels and enable the Portland liners to procure the business.

The rate on gunnies and burlap fluctuated last year between the limits of \$23 as the highest and \$19.50 as the lowest quotation made.

The availability of large tonnage of burlap and gunnies at Calcutta for Portland consumption, which could be obtained by shipping board liners if a competitive rate were made, was brought to the attention of the shipping board by the foreign trade department of the Portland Chamber of Commerce.

Ship Reports by Radio. (Published by Radio Corporation of America.)

Reports reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

SEBINE, San Francisco for Bellinham, 22 miles south.

WAPAMA, San Francisco for Portland, 160 miles south.

WEST HOLBROOK, Honolulu for San Francisco, 154 miles south.

SARTWOOD, Grays Harbor for San Francisco, 154 miles south.

ADMIRAL SCHLEY, San Francisco for Seattle, 320 miles north.

WEST KADER, Honolulu for Portland, 482 miles south.

JULIA LUCKENBACH, San Francisco for Portland, 8 miles south.

LYMAN STEWART, Seattle for Orem, 300 miles south.

EPHRAHAM, Portland for San Francisco, 328 miles north.

WEST KEENE, Seattle for Honolulu, 1024 miles south.

WEST KADER, Honolulu for Portland, 482 miles south.

ADMIRAL RENO, Manila for San Francisco, 1100 miles west.

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THREE ARRESTED IN RAID

House Near Milwaukie Held Used by Liquor Makers.

OREGON CITY, Or., Jan. 14.—(Special.)—Deputy Sheriff Long and Constable Love, the latter of Milwaukie, raided a house near Milwaukie today and arrested J. W. Wallis, Johnnie Mayo and T. Sathia, charged with operating a still. The officers, it is said, found three pints of moonshine and 20 gallons of mash, and the three men are now in the county jail in default of bonds.

The trio, it is reported, broke into the residence of the constable and removed furniture and manufacturing liquor. The house belongs to a man named Keene, who has been absent for some time, and left it partly furnished. The three will be brought before Judge Noble tomorrow morning.

DAILY CITY STATISTICS

Vanover Marriage Licenses. LENTON-ORSHAN—Wallace Lenton, 26, of Portland and Ruth A. Orshan, 24, of Seattle, were married at Portland today.

LEWIS-DOUGHERTY—Bet Merle Lewis, 24, of Tacoma and Marion M. Dougherty, 24, of Portland, were married at Portland today.

MAXON-BALDWIN—B. Maxon, 58, of Vancouver and Mrs. Anna A. Baldwin, 48, of Portland, were married at Vancouver today.

SALTZMAN-BUNNELL—Christian P. Saltzman, 28, of Hood River and Gladys V. Bunnell, 24, of Naches, Wash., were married at Naches today.

San Francisco, Jan. 14.—(Special.)—A campaign for the State and "Show '92" allotted to the Pacific Mail & Steamship company to make the American Pacific service unequaled in the Pacific, is being planned by the San Francisco chamber of commerce and the Pacific Mail & Steamship company.

The water front will be a welcome when the liner is shifted Sunday morning. The liner will be shifted Sunday morning.

A total of 173 passengers and 261 steers, many of whom were refugees from Russia by way of China, was brought by the Kisen Kaisha liner Kosei Maru, which arrived today from Hongkong, Shanghai and Nagasaki, Kobe, Yokohama and Honolulu. The Kisen Maru is the largest of the Kisen line.

The steamer Verba Linda, built at the Alameda yard, is being fitted out by the Pacific Mail & Steamship company for the General Petroleum company, had a trial trip outside the harbor today.

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The shipping board steamer Osmusick, recently chartered by the Pacific Grain company to load wheat here, started out from Seattle yesterday morning for Portland, but put back to Puget sound because of rough weather outside according to a report received by the Merchants' Exchange.

The steamer Eastern Ocean, which will carry wheat from Portland to England, is being loaded at the yard of the Northwest Bridge & Iron company, where she also has both inward and outward freight.

Free Port Zones Possible. OLYMPIA, Wash., Jan. 14.—Former State Senator George B. Lamphere

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