

FOREIGN MARITIME INTERESTS ACCUSED

George E. Chamberlain Says Trouble Is Being Made.

SHIPPING BOARD BACKED

Ex-Senator Blames Japanese and British and Declares Naval Limitation Pact Mistake.

Charges that English and Japanese interests are fomenting trouble in the United States, with a view of embarrassing and crippling the American merchant marine, were made yesterday at the luncheon of the members' forum of the Chamber of Commerce by George E. Chamberlain, ex-United States senator from Oregon and now a member of the United States shipping board.

An open attack on the Washington conference and the "5-5" agreement also were contained in Mr. Chamberlain's address. England, he said, won complete mastery of the sea when the allied statesmen at Washington adopted the arms-limitation program.

Foreign interests named. "I cannot attack Great Britain, because we are the descendants of the English people, but I speak as an American who wants to see the American flag in its rightful place on the seven seas," said Mr. Chamberlain.

Ex-Senator Wholly Applauded. The ex-senator's attentances were greeted with storms of applause. The conventional hand-clapping gave way to cries of "Go on, George," and the dining hall filled with one of the largest crowds in its history.

Merchandise Marine Vital. Admiral Benson spoke in behalf of merchant marine legislation and outlined the difficulties confronting the shipping board.

Board Hampered by Congress. The speaker stressed more of the difficulties that arise between congress and the shipping board. Admiral Benson, he said, was the only member who had previous experience in shipping.

Historic Humiliation Repalled. "We practically disarmed after the revolutionary war. In 1783 congress gave the remnants of our navy to the king of France. You know what happened. The little state of Algiers seized two of our ships and cast 150 of our seamen into prison. We made a miserable treaty with that little state, paying \$1,000,000 in ransom for our sailors."

Enforcement Is Opposed. He said the enforcement of section 28, at least as regards westbound rates, would force foreign vessels out of the Pacific trade and into the Atlantic.

SHIPPING INTERESTS OFFER CONVINCING ARGUMENTS BEFORE SHIPPING BOARD COMMITTEE AGAINST ENFORCING MERCHANT MARINE LAW SECTION.



Scene in federal court. Seated on bench—Meyer Lissner, George E. Chamberlain and Admiral W. S. Benson. Standing—J. N. Teal, making presentation on behalf of the Chamber of Commerce.

port of a merchant marine that would keep the American flag on the seas and act as a proper auxiliary to the fleet in time of war. The senator concluded his remarks by reading statistics purporting to show that Portland had not been discriminated against, that American ships were not the only idle ships, and that every maritime nation was suffering as a result of depression in the shipping industry.

FOREIGN SHIPS ARE FEW

SECTION 28 OF MERCHANT MARINE ACT FOUGHT.

American Service Is Declared Needed to Carry Goods Handled by Port.

Some foreign lines. He explained that the position of Portland was that it was entitled to have its passenger requirements considered by the board in determining the accept of the decrease in passenger service from Portland with shipping board vessels is not to be," said Mr. Dodson.

SALENT POINTS IN PORTLAND CASE AGAINST SECTION 28 PRESENTED YESTERDAY.

Existing shipping board service held inadequate with one sailing month to orient. Three sailings declared necessary. Fast combined freight and passenger service advocated.

Lack of facilities here compel shippers to book four or new season on steamers plying from Puget sound. San Francisco and Puget sound have three shipping board vessels sailing each month every 20 days. The Portland schedule being monthly.

Witness would repeal act, as points in law proposed which speedily and frequent service would drive vessels from Pacific to Atlantic trade is foreseen, and committee is reminded that sentiment is opposed in other districts as well.

There were 13 commodities of the class embraced in the list of freight which speedily and frequent service were held to control, not alone because of the early delivery, but as well as insurance feature.

Headquarters for Oregonians while in Portland. In presenting a brief Mr. Teal said the tariffs mentioned in connection with section 28 were not import and export rates, but equalization rates, and that they have no relation to domestic rates, having been made to give the railroads a haul on trans-ocean business.

tion 28 and, at the proper time, its application, unless something more effective could be brought forth for the protection of American shipping. My idea is that section 28, which is the only weapon ever provided by congress that could be used to equalize the advantage of foreign ships, he invoked on the Pacific coast at this time and that there are ample American ships to handle with dispatch all business affected by it.

New Act Is Proposed.

Mr. Pinneo continued that he regarded the new merchant marine act of 1922 as offering the best solution to provide aid in meeting foreign competition. Mr. Mann said the question of adequate facilities at Portland had not been fully discussed as reports showed local tonnage far exceeded the interstate business on which import and export rates would apply.

Neighboring Ports Used.

Your board, in declining to take low-grade freight here, says it is unremunerative and that forces us to send it to neighboring ports, he answered your question, interposed Mr. Dodson. "Isn't it inevitable, in the face of that, that we are to struggle along as a slow freight port?"

Increased Service Sought.

Frank L. Shull, of the Portland Flouring Mills company, testified as to efforts during the last few days to have the shipping board service on the coast increased, telegrams being sent to Washington. He said much space had been booked on vessels from Puget sound because of inability to get space here and that already three to four times as much flour has been booked there for shipment than was closed for by his company at Portland.

Mr. Dodson said that the shipping board had refused oriental business only yesterday because of lack of space. "I think it is a shame that Portland is so discriminated against," he said. "There are ships tied up here, yet we cannot get space on those operating and it is coming on the busy season with the orient and there will probably be a big increase this year."

Imperial Hotel Phil Matcham Manager. The morning session was devoted to presentation of data and briefs on behalf of the commission of public docks and Port of Portland commission and discussion at different stages of the presentation, which was made by Manager Hudson of the joint traffic bureau.

Local Investment Cited. Mr. Hudson drew attention to the investment of public money in the river and harbor to the extent of \$17,000,000 and said the loss to taxpayers should meet competitive rates to get the business, which brought from the committee the declaration that the board could not afford to shoulder such heavy losses as would often follow.

Some Questions Raised.

Mr. La Roche raised a question as to whether, in indicating that the 14 steamers mentioned had an actual deadweight of 125,400 tons, there had been subtracted the difference represented in fuel oil and other capacity for supplies, which, it was said, had not been taken into consideration. Allowing 1000 tons for each steamer, that reduced the total handled by shipping board vessels in the six months to 115,000 tons, leaving more than 38,000 tons taken care of in foreign bottoms.

20 Statements Embraced.

The presentation on behalf of the dock and port commission embraced, in addition to the brief, 20 statements in which were embodied comparisons on import and export commodity rates moving via Atlantic and gulf ports as against Pacific ports, tonnage subject to import and export transcontinental rail rates, passing through the port for two and a half years as handled

MAN is marked by his manners and desires—to smoke Melachrino Cigarettes

has always been an evidence of refined taste—a sign of superior judgment.

MELACHRINO Cigarettes embody an unusual selection of the rarest and most delicate of Turkish tobaccos—obtainable only by Melachrino, and shared by no other cigarette in the world.



Until you ride in it yourself, you cannot possibly realize how remarkable the good Maxwell is in its riding qualities.

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Almetite lubrication; motor driven electric horn; unusually long springs. Prices: F. O. B. Portland: Touring Car, \$1060; Roadster, \$1060; Coupe, \$1625; Sedan, \$1725.

Covey Motor Car Co. The Good MAXWELL

on all vessels, cargo moved by all classes of vessels to the Atlantic seaboard and foreign lands, also exports from Portland under the American flag other than shipping board steamers. It also touched on foreign exports on all vessels from here with the percentage of increase in two years and the lumber movements via various railroads reaching Portland; the interchange of traffic between Atlantic and gulf ports to the orient, Panama canal business with reference to the same trade, the movement of rubber, cotton goods, sailing schedules of the government and privately owned fleets, backed by nine exhibits in the way of maps, annual reports of the harbor bodies and railroad tariffs.

Dry Law Offenders Fined. ROSEBURG, Or., July 10.—(Special)—Earl Rowe and John Fair-

UNION PACIFIC SYSTEM SHOPMEN WANTED

FOR RAILROAD SERVICE AND AT WAGES AS FOLLOWS:

Table listing wages for various roles: Machinists .70 cents per hour, Boilermakers .71 cents per hour, Blacksmiths .70 cents per hour, Electricians .70 cents per hour, Sheet metal and other workers in this line .70 cents per hour, Freight car repairers .63 cents per hour, Car inspectors .63 cents per hour, Painters, freight cars .63 cents per hour, Helpers, all crafts .47 cents per hour.

These men are wanted to take the place of men who are striking against the decision of the United States Railroad Labor Board, and their status, and the FULL PROTECTION GUARANTEED, are explained by Mr. Ben W. Hooper, Chairman, in his statement of July 1: "In this case the conflict is not between the employer and the oppressed employees. The people of this country, through an act of congress, signed by President Wilson, established a tribunal to decide such disputes over wages and working conditions, which are submitted to it in a proper manner. It is the decision of this tribunal against which the shop crafts are striking."