

GEORGE HIGGINS HOLD UP EVERYBODY

Portland Wholly at Mercy of
Elks' Outlaws.

DEMANDS CHEERFULLY MET

Grouches Stay at Home, Hence Success of Salvation Army Drive for Service Funds.

Portland was in the hands of hundreds of highwaymen yesterday.

"Police, strange to say, took no steps to check their operations, as they swarmed over the west side, committing daylight hold-ups wherever fancy suited them—at street corners, in street cars or where automobiles were lined up at the curbstone.

If a shopper or business man was so fortunate as to escape the purple-clad Elks, who were responsible for the emptying of so many pocketbooks, and reached his home-bound street car in safety, he still stood a chance of losing his spare change, providing his home was on the east side of the river. There was ample reason, for at every bridge was a squad of men with ropes, who took it upon themselves to force contributions from as many pedestrians, motorists or street-car passengers as they could stop.

Grouches Stay at Home.
The Salvation Army workers were bringing their drive for funds as near to the close as possible and everybody was helping them. The people with grouches stayed at home.

The campaign is to close Monday night, if the city by that time has raised its quota of \$125,000. The local Elks decline to be outdone by lodges outside of town and declare they will match the rest of the state or Portland will continue to be harassed by amateur pickpockets, auctioneers and street dancers until the city is over the top.

Last night saw a merry-making crowd on each of the principal street corners and pocketbooks were gingerly fondled as their owners saw money for theater tickets or candy or smokes going out for a collection of spring chickens, ducks, colts and turkeys. Robbers that were auctioned from motor trucks by a delegation in charge of Joe Dunn.

Small Change Comes Fast.

Small change poured in steadily to headquarters at Broadway and Stark street and by 5 o'clock in the afternoon totals showed cash on hand amounting to \$35,000.75, leaving more than \$40,000 to be raised. The highwaymen on the bridges had the best luck, one team composed of A. R. Fox, "Candy" Sanderson, Ed. Leonard, Ed. Kropp and Ray Burns collecting \$555.14 on the Broadway span by late afternoon. They promised to remain on the job until they turned in \$1000. Office employees from the O.-W. & R. N. marched over to the steel bridge with tin buckets and ribbon badges early in the afternoon and began work systematically by blocking traffic with a rope. No one was permitted to pass without being given a chance to contribute to the Salvation Army.

Blake was in charge of this group. United States marines stationed themselves on the Burnside bridge, Roy and a group went to the Madison, and L. H. Hudson and several helpers to the Morrison bridge.

"Devil Dogs" Make Good.
The service men had reported about \$200 collected by two "devil dogs" last night. This was the first time the hold-up tactics had been tried out in Portland on the present drive, although early in the week several successful ones operated on the Columbia highway.

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Yesterday afternoon a long table at headquarters was stacked up with baskets of home-made doughnuts and candy donated to the drive. A gift of \$100 was made by the Elks. The Elks' extra to the crowd and turned their pennies in. In the early afternoon tickets to the battery Anderson's baseball game were disposed of to \$125, going to the same cause.

G. H. Lewis managed the sales, while Billy Step and Jack Leary had charge of the teams.

Stunts Prove Diverting.
George O. Brandenburg was in charge of the general stunts in the city. The drive was assisted by Charles Nell. Sixth street was roped off between Oak and Stark and the Red Cross canteen band furnished music for the drive. The Elks' extra to the crowd and turned their pennies in. In the early afternoon tickets to the battery Anderson's baseball game were disposed of to \$125, going to the same cause.

Kangaroo court was held at Sixth and Washington streets, with Frank V. Smith as chief of police. Those who approached the fire hydrants fell into the hands of a crew in charge of Claude Jones, who saw that they were duly fined.

Big Checks Come Slow.
One big complaint has been made by the Elks and the according to Stanley H. Pier, office manager for the drive, is that the big subscriptions are not coming in fast enough.

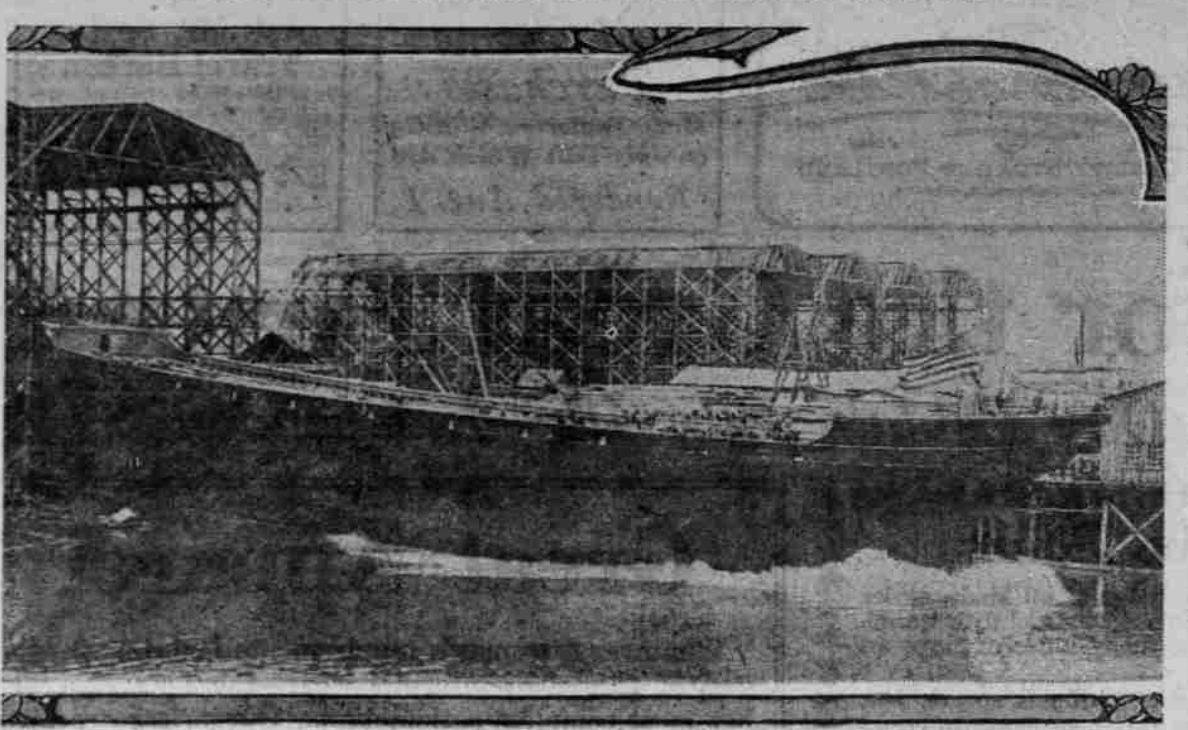
"We expected more liberal checks from the big merchants and others, who do not seem to be doing their share," he said. "Men who are able to give \$1000 have sent in \$100 instead. The ready cash comes quickly enough and the general public is certainly backing the drive, but those best able to help are holding back. We're going to get this money just the same, if it takes the rest of the year."

Dr. William S. Kennedy, president of the Oregon State Association of Elks, was encouraged by reports from counties outside of Multnomah. As many as ten have already reported being "over the top" and his information was that all the others would make their quotas, some of them over-subscribing their allotments.

Tommy Dowling telegraphed that a group of Knights of Pythias on a train bound for Tillamook in the afternoon collected \$75.25, which they will turn over to the drive.

Less than half of Portland's quota

LAST OF THIRTY-TWO WOOD CARRIERS THE GRANT SMITH-PORTER SHIP COMPANY UNDERTOOK TO TURN OUT FOR AMERICA'S WAR FLEET FLOATED AUSPICIOUSLY.



UPPER—BARGE ACARMAN AS SHE FLOATED. INSERT—MRS. RUPEL HAUSER, SPONSOR.

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MERCHANT MARINE IS NEEDED BY AMERICA

A. F. Haines, Shipping Manager, Presents His Views.

WORKING BASIS NECESSITY

Manager of Admiral Line Suggests Everyone Help to Develop Future of American Shipping.

A. F. Haines, vice-president and general manager of the Admiral line, which is the Pacific Steamship company as well, has consented to a presentation of his views as to future steps for the advancement and maintenance of the American merchant marine, and they are to be considered by the Chamber of Commerce. Mr. Haines has told friends here that he has suggested what he considers the best means of working out some of the problems now confronting the shipping board and the merchant marine generally, and well-known views of others so the best working basis might be reached for bringing the situation to the federal authorities.

Suggestions Are Offered.
He was in Portland a week ago and discussed the matter with some shipping men. The points he brings out are as follows:

Sign the peace treaty.
Shipyards should be released from government supervision and permitted to accept any orders obtainable, either foreign or domestic.

Shipping board should cease building merchant ships when present contracts are completed.

Shipping board should sell all of their wooden ships at the best price obtainable, foreign buyers preferred.

Shipping board should offer to sell their steel ships to American citizens or companies, at the world's market price, but no more should be forced. The 10,000,000 or 12,000,000 tons of shipping board boats should not be dumped on the market, but be cut or allowed to fall below the building prices of foreign yards.

American Charters Favored.
In the meantime, pending sale of the vessels, charter them to American citizens or companies, at the market charter rates obtainable in the different trades, thus making it possible for charterers to use American tonnage on equal charter rates with foreign tonnage.

Continue present managers' and operators' plan upon unremunerative routes, or upon new routes desirable for extension of foreign trade, until such time as these routes build up to the point where private owners and operators can afford to buy or charter American vessels for that service.

Discontinue all coastwise privileges for foreign steamers.

Finance of all American owners and operators to be subject to government supervision and control, eliminating watered stocks and pyramiding, but allowing reasonable profits for investors in floating property.

Owners Should Fix Rates.
Entire freedom of action by private owners and operators in fixing rates of freight and passage in competition with foreigners, (ramp tonnage and the supply and demand upon the particular routes).

Freedom to sell American vessels to foreigners.

Establishment of bunkering depots, both oil and coal, upon the various trade routes, such depots to be owned or controlled by American interests.

Eliminate all jurisdiction of municipal, state and territorial supervision or control over vessels in foreign trade.

Continuation of the shipping board's sea service bureau and United States recruiting service for officers and seamen; crews to be furnished to private ship owners free of any tax.

None but American citizens to be employed as crew or officers.

Compulsory carriage by all vessels, government or private, in foreign trade, of cadets or apprentices, both in the engine-room and on deck, graduated wages to be fixed.

Creation of a naval reserve by navy, paying graduated retainers from deck-boy to master, or chief engineer.

Canal Tolls Equalized.
Panama canal tolls to be made no higher on American vessels, including deck cargo, than upon foreign vessels of the same capacity.

Extension of United States coasting laws to the Philippine islands.

Deep lead line to be established and marked upon all American vessels in foreign trade under same rules as foreign steamers.

United States steamboat inspection rules for boilers, machinery and hulls, also for deck and life-saving equipment, to be applied and made uniform with British inspection rules.

Seamen's act to be slightly modified.

LARGEST SAW IN WORLD IS TO BE INSTALLED IN PORTLAND MILL.

The largest saw that was ever made for actual operation is being installed in a Portland sawmill. It was received a few days ago from a factory at Fitchburg, Mass., and will be added to the equipment of the North Portland Box company, a subsidiary of the Union Mill company. The saw is 85 inches in diameter and has inserted teeth, which may be replaced as necessary and will be used to cut the large logs that eventually will be made into food containers.

The saw was 144 teeth and weighs 544 pounds. It is the only saw ever made was manufactured for display at the Chicago exposition. The Portland saw was made on a special order by the Simonds Manufacturing company.

It is not the seamen's act, but it is the seamen's act, that is breaking the back of the American shipowner. The wages of crew and officers upon present type of steel shipping board vessels in the foreign trade run from 75 per cent on oil burners to 10 per cent on coal burners, of the total cost of operation, including depreciation, overhead and insurance. The point is present wages are not a serious obstacle.

A reduction in the 65 per cent of the crew as able seamen, should be made; 10 per cent in the officers, and 10 per cent in the foreign trade run from 75 per cent on oil burners to 10 per cent on coal burners, of the total cost of operation, including depreciation, overhead and insurance. The point is present wages are not a serious obstacle.

SIX DIVORCE SUITS FILED
CLYDE VAUGHN IS HARD CASE, SAYS WIFE.

Anna M. MacDonald Alleges Her Husband Would Not Speak to His Parents-in-Law.

"I want to demonstrate to the world that no woman could live with me," is what Clyde Vaughn would tell his wife, Birdie, according to her complaint for divorce filed in the circuit court yesterday. He had been married and divorced once before, she said.

Anna M. MacDonald maintains in her divorce complaint that Herbert M. MacDonald, among other acts of cruelty, became so angry on the night of May 20, last, because she had moved their alarm clock away from the head of the bed, that he "shoved her elbow against the bed post," giving her great pain and a bruise.

MacDonald married her husband in Vancouver, Wash., on March 17, 1919. On May 1, at a dance given by the United Artists at Lents, she declares her husband refused to allow her to remain more than a few moments and took her home. For five weeks he has not spoken to her or to her parents, with whom they are living, she said.

He is a painter and a musician, earning \$175 to \$200 a month, she asserts, asking alimony of \$75 a month.

Other divorce suits filed yesterday were: Florence Hartman against Kaarlo Hartman, cruelty; Christine Demmer against Robert Demmer, cruelty; Bessie A. Graham against James W. Graham, cruelty; William N. Reynolds against Mary H. Reynolds, desertion, and Ida Clarke Chamberlain against Dan W. Chamberlain, cruelty.

DINNER TENDERED DENTIST
DR. C. M. CARR OF CHICAGO IS GUEST OF LOCAL CLUB.

Head of Post-Graduate Institute Has Traveled Extensively in Advancing Profession.