

NEW ORGANIZATION HERE

A. C. Strubbe Heads Oregon and Ocean Corporation.

OTHER WORK TO BE DONE

Company to Engage Also in Stevedoring, Ballasting, Towing, Lightering and Bunkering.

Organization of a new steamship operating company to be known as the Oregon & Ocean corporation, was announced yesterday by A. C. Strubbe, president of the new concern.

The newly-formed corporation will act as stevedoring agent and operator, custom-house and ship broker, and will also engage in stevedoring, ballasting, towing, lightering and ship bunkering.

A. C. Strubbe was until his resignation a few months ago general manager of the Columbia-Pacific Shipping company. Captain Haskins has just resigned from the position of vice-president and general manager of the Oregon Stevedoring company and is one of the two partners composing the new corporation.

Sweet in Charge at Astoria.

Frank Sweet, who will have charge of the company's operations at Astoria, is harbor master of Astoria, a member of the state board of pilot commissioners and is actively identified with all marine activities in the lower river.

A Japanese steamer, the name of which has not been made public, has already been chartered by the Oregon & Ocean corporation to be chartered, and will be here about July 15 to load for the Orient. Further charters and developments of the company are expected to be announced within a few days.

In announcing the organization of his new company, Mr. Strubbe said yesterday: "The press of Portland has on frequent occasions expressed the desirability of a closer relationship between the ports of the Columbia and the ports of the Pacific coast."

"With a strong community spirit behind the corporation, which we expect to reciprocate for thorough, efficient and courteous service, we have no doubt that we will fully realize our object."

Strong Organization Is Aim. "It will be the policy of the Oregon & Ocean corporation to build up a strong organization, having in mind all lines of business which a permanent Columbia river business which will be fully controlled and its entire policy directed toward the development of the needs of the community and taken care of along lines that will tend to develop strong and important shipping connections."

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Direct Imports Benefit Lower Freight Rate Balances Rise in Price of Bristles.

Installation of direct steamship service between Portland and the Orient has meant some important policy directed toward the development of the needs of the community and taken care of along lines that will tend to develop strong and important shipping connections.

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PORTLAND CHILDREN ENJOYING COOL SWIM IN PARK POOLS OPENED YESTERDAY.



Upper—Mrs. Elsie Centro, swimming instructor at the Sellwood park pool, telling the little girls how it is done. Lower—Three hundred boys dodging the hot weather at Peninsula park.

TWO POOLS ARE OPENED

YOUNGSTERS FROLIC AT SELLWOOD, PENINSULA PARK.

Boys and Girls of All Ages Enjoy Cool Swim While Rest of City Worries With Heat.

Hot July weather should not worry the east side children—the Sellwood and Peninsula park pools were opened yesterday.

Both pools were opened yesterday noon for the first time, and by 2 o'clock 135 little girls were splashing in the cool water in Sellwood park, under the watchful eye of the life guard, Miss Gwendolyn Jane, and the swimming instructor, Mrs. Elsie Centro.

Big girls, little girls, middle-sized girls—they were all there, the little tots ventured out gingerly into the shallow water for the first time, while some of the older girls were performing swan dives and fancy swimming strokes like regular mermaids.

Over in Peninsula park, boys of all ages and sizes had gathered for the opening of the pool. By 2:30 o'clock 300 young huskies were having water fights, diving contests and a generally hilarious time, while the rest of the city was writhing in the heat.

Some of the boys were dodging the hot sun by splashing in the shallow end of the pool, while others were splashing in the deep end, where the water was only a few feet deep.

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MAINTAIN SECTION IS UNDESIRABLE

Protest Made by Head of Oregon-Pacific Firm.

ANSWER MADE TO BENSON

George Powell Declares U. S. Can Not Compel by Law Any Foreign Nation to Trade.

The Portland Chamber of Commerce, in connection with other civic and port bodies of the Pacific coast, has pointed to the possible injurious effect upon commerce in the operation of section 25 of the merchant marine act, passed by congress and which is now the law.

The interstate commerce commission has not since the operation of this section for a period of 90 days, or longer, with the understanding that it may not be enforced. But so long as it remains the law it stands as a barrier to the permanent establishment of service to Pacific coast ports that might at any time be disturbed by the invoking of the law at the behest of rival shipping agencies.

George Powell, president of the Oregon-Pacific company, takes issue with Admiral Benson, chairman of the United States shipping board, as to the effect of the operation of the law in letter and spirit. He believes that the United States shipping board, in its effort to protect the interests of the nations that have been transacting the largest business with the United States—the Great Britain, Japan and China. Mr. Powell said:

I have read with interest several times the comments made by Admiral W. S. Benson, chairman of the United States shipping board, as published on page 6 in 'The Oregonian' of July 1, 1920, in which he states that should foreign carriers divert their business to the United States, it would be a great advantage to our country.

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As such shipments would be complete transactions in themselves, I am unaware of anything that could prevent them from being resold at first point of destination or reconsigned to other vessels.

Preferential rate which the Canadian transcontinental lines see fit to make.

In any event, the difference between the combination of the local rate from producing points in this country with the differential between our domestic and preferential rates in this country on account of the fact that our domestic and preferential rates in our northern states to border points or first destinations being very short.

Admiral Benson seems to think that all the United States has to do to develop a merchant marine is to pass laws. There are some things that even the United States government cannot do and one of them is to compel foreign people to trade in their own interests.

Successful merchant marine can only be developed by policy based on good faith and friendly feelings toward foreign nations. Only under such a policy can foreign trade be successfully developed.

Without such a policy we will not have a merchant marine, no matter what our laws are, even if our government paid the entire cost of operating American-owned vessels.

Increased Rate Predicted. The effect of diverting export and import traffic from Pacific coast ports in that it burks the danger of losing to border points of the Pacific coast states and those in eastern territory. Its effect on the car supply is of great importance.

It is especially true of the lumber industry, as the diversion of exports from the Pacific coast to the Atlantic coast would result in a great many cars that ordinarily would be used in this country and enable lumber operators in British Columbia to compete in the market with the lumber of the Pacific coast.

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BULLETINS RIPLE YOUTH

TWO MEN ENTER DRUG STORE AND OPEN FIRE.

Note From Woman Reaches Lad for Leaving Her—Letters Indicate Bootlegging and Holdup.

CHICAGO, Ill.—For a week or so the police of the East Chicago avenue station had under surveillance a young man believed to be a Mexican.

The young man—his name was Paul Torina—has passed out of the jurisdiction of the police and lies at Schultz's morgue, 783 North Clark street. There are six bullets in his body.

Torina, who recently moved from the Hotel Sherman to 1009 South Main street, was seated in the Clybourne Inn, 1215 Clybourne avenue, drinking soda water.

Three men entered the place. One of them walked up to Torina and with his fist knocked him off his chair. As he lay on the floor the men drew their revolvers. Deliberately they opened fire. Then they ran to the street.

A Clybourne avenue car had stopped near the scene of the shooting. The motorist—No. 1175—leaped from his car when he heard the shots. He grappled with two of the men and wrestled their revolvers from their grasp, but they escaped.

A. F. Scors, head of a mission across the street, ran to the scene. He bent down over the body of Torina. The man was dead.

The police from the East Chicago station quickly appeared on the scene a few minutes later. Six men were taken in custody.

A search of Torina's clothing showed numerous things. There was a bank book of the Continental Trust company of Pittsburgh, showing that he had a balance of over \$100 there. The clothing was of good quality, the shirt and stockings of silk.

There was a letter from a woman in Pittsburgh. It was signed "E. and" and reproached "Dearest Paul" for leaving her.

The letter indicated that Torina had been bootlegging in the Pennsylvania city. It was a request for "several more cases" of the "same stuff."

On June 10 Torina was arrested as a suspect in a holdup. He was taken on a disorderly conduct charge and released, but the police kept an eye on him.

The same day he was arrested he checked out of the Hotel Sherman after a residence there of 13 days, during which he had run up a bill of nearly \$60, which had been paid.

The police believe the slain man was implicated in several holdups and burglaries that have occurred recently on the North Side.

Among the articles taken from his pockets was a note with the name of John Depisa on it. Depisa, who lived at 1117 Chatham street, recently was held by the grand jury by Judge Graham in \$20,000 bonds on a robbery charge. Torina is thought to have been a partner of his.

He is said also to have been a part owner of the Belvidere cafe at 333 North Clark street.

Two dollars in cash and some Mexican coins, were also found on his person.

One of the men held by the police is John Cilano, owner of the Clybourne Inn. He was not there at the time of the shooting, but the police believe he may be able to throw some light on the murder motive.

E. S. Naval Radio Reports. (All positions reported at 8 P. M. unless otherwise indicated.)

THE HERCULES, with log raft in tow, Astoria, San Diego, 180 miles from North Head.

THE ELYSIUM, 240 miles south of Tatonah, San Diego for Seattle.

THE STORM KING, with drydock position in tow, Astoria, San Diego for Seattle.

THE TRIANGULAR, with log raft in tow, Astoria, San Diego for Seattle.

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