

MAX HOUSER SEES A BIG OPPORTUNITY IN WAY OF SHIPBUILDING

Possibilities for Young Men on Salaries to Invest to Advantage, He Declares.

DEMAND STILL GROWING

Norwegian Promoters Have Apparently Solved Problem to Satisfaction of All Concerned in Growth of Ports.

By Fred Lockley.
Vancouver, Wash., April 5.—It is time that the ports of the Columbia realized the value of the advantages they possess in the shipbuilding industry. It is well enough to build ships for eastern foreign corporations, for it adds to the payroll and the prosperity of the Columbia river basin, but it is time for Portland, Vancouver, Astoria and the other Columbia river communities to realize the value of building, owning and operating their own ships.

Tonnage Is Reduced.

In spite of the activity of the shipyards in turning out freighters in Great Britain and some of the other countries listed, the loss through the war or through loss by wreck has decreased the number of ships operated by the above countries by 312 ships. During the same period the tonnage of the following countries has increased: The United States, Denmark, Italy, Japan and China. The increase for the United States for this two-year period amounts to 172 ocean going ships with a tonnage of \$25,627 tons.

Since July 1, 1916, Germany has engaged in submarine warfare, so that the figures for the tonnage of Great Britain, her allies, and the neutral nations, would show a greatly increased shrinkage.

Irving T. Bush, the owner of the Bush Terminal company of New York city, says: "Today the shipping business of this country is experiencing a tremendous revival because the American flag is the most profitable under which ships can be operated. So long as American ships earn more money for their owners so long will this condition continue and our shipping will grow in volume. What will be the condition after the war?"

"When War Is Over."
"Legislate as we may to build a fleet of government owned merchant ships we cannot permanently maintain an American merchant marine unless we, or economic conditions, make it equally as profitable to operate vessels under the American flag as under other flags. Economic facts are ruthless and in the long run control both Democratic and Republican policies. They cannot be legislated into obedience. Fuel, port charges and supplies will cost approximately the same under one flag as another. Wages and food cost more under the American flag and, of course, we always have the ingenious ability of congress to provide new burdens when least expected."

"But when the war is over Great Britain and Germany's shipping will have to bear their share of the burden of helping to pay the interest on the enormous war debt of those countries. They taxes they will have to bear will probably more than offset the higher cost of wages and food on American ships."

"Conditions being equal from the

ENTHUSIASM IN RED CROSS CAMPAIGN

All executive officers, all committee chairmen of the Portland Chapter of the American Red Cross will meet at 8 o'clock this evening in the Benson hotel to complete the plan of a membership campaign of at least a month's duration. Committee chairmen will complete the personnel of their committees, the field of work will be outlined and all unassigned duties will be apportioned. Meetings will be arranged all through Multnomah county—Gresham, Troutdale, Lents, Linnton, St. Johns, Fairview and other points. It is intended that when the Portland Chapter of the American Red Cross has secured 20,000 members they shall be representative of all the people. Enthusiasm and enthusiastic aid in the membership campaign as it was launched formally at the mass meeting in Lincoln High school Tuesday increases daily. Memberships and subscriptions for carrying on the work in Portland of the "Third Arm of the Service" are coming in rapidly. Campaign workers asked to call on residents of apartment houses estimated that they would secure five members from each apartment house. The average, so far, is well over 18 members for each apartment house. Those who are calling at residences are having similar success. But it is realized that a month of organization and campaign work will be necessary. The Portland committee will also organize the Red Cross enlistment and work in Clackamas, Washington, Columbia, Tillamook and Yamhill counties, and meetings will be held in the towns of all these counties as well as in Multnomah.

standpoint of costs I have faith that American enterprise will do the rest."

How We Can Help.

How can Portland and Vancouver and the other ports of the Columbia share in the prosperity which will continue for the next several years in the shipbuilding industry?

I spent an hour or more yesterday with Max Houser, one of the ablest traffic men in the northwest. If my memory serves me rightly he had under charter 19 ships in 1912 carrying grain to the United Kingdom. He had in his fleet both sailing vessels and steamers and they carried from 80,000 to 215,000 bushels of wheat, so when Mr. Houser discusses shipping he is talking about something with which he is familiar.

"Deaths count for more than words," he said when I asked him for a message to the public on shipbuilding. "I will do my talking with my checkbook. If you will go to the Norwegian consul he will tell you how successful they found the plan of enlisting the support of the small savings of all the people in shipbuilding and operating in Norway. The same thing could be made successful here."

Nature Is Same.

"Human nature is pretty much the same everywhere and I find that where a man invests his money in an enterprise he is pretty apt to talk and work for the success of the enterprise. If a very large number of people in Portland, particularly the young men, invest their savings in shipbuilding it will give them an interest in the industry and will inculcate habits of saving and before they know it almost they will have saved a goodly sum that would otherwise have been frittered away. There are hundreds of men in Portland who could invest \$5 a day from their income in starting a ship building industry here."

"Five dollars a day is less than \$2000 a year and they will spend that to get a new model automobile and usually a good deal more than that. There are several thousand men in Portland who could and should save at least \$1 a day, money that would amount in the aggregate to a large sum. For illustration let us say that there are but 1000 men who have the public spirit and the foresight to lay aside \$1 a day for say three to five years."

"That means \$365,000 a year, which is over a million dollars in three years. As the amount gets smaller the number of investors will of course become larger. Don't misunderstand me, I don't mean that the wealthy men of Portland should limit themselves to \$5 a day. Personally, I believe there are 1000 men in Portland who could and should invest \$5 a day and there are at least a hundred who should put up from \$5 to \$100 a day for at least three years. While this investment will naturally greatly stimulate conditions here in Portland, and help Portland, don't overlook the fact that the shipbuilding industry is making fortunes for wise investors. It must be carried on, however, without graft or speculation and not only in the con-

Counts Up Soon.

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struction but in the operation of the vessel there must be thoroughly efficient men employed."

"Portland has her future prosperity at stake and we must wake up to the fact that our future is in our own hands and we must work out our destiny for ourselves. I hope to see the men who have made their money here in Portland respond to the present opportunity and I am willing and anxious to do my share toward advancing Portland's interests and welfare."

Chance to Help.

While Mr. Houser did not tell me I have a very strong hunch that he will be one of 25 other men to sign a check for \$25,000 each toward helping put Portland on the map. Are there 24 others who also feel their obligation toward the community that has helped enable them to sign checks for this amount without feeling it greatly? If 25 of Portland's leading individuals, estates or corporations will lead out with a subscription of this amount say for a three-year period, the success of the enterprise will be assured, for that amounts to \$1,875,000 and with the \$5, \$1 and the other smaller pledges it will run into several million dollars, which will make Portland what nature intended her—a thriving and prosperous seaport.

United Evangelical Church May Combine

Question of Two Branches of Denomination Getting Together Is Topic at Annual Conference in Session Now.

Salem, Or., April 6.—At the twenty-third annual conference for Oregon of the United Evangelical church the question of uniting the two branches of the church was discussed by Bishop Foulke and the two fraternal delegates, but no action was taken. The conference opened here Thursday, with Bishop Foulke presiding, and will continue through Sunday. The program included addresses by Bishop Foulke, Professor L. P. Gilmore and R. O. Caves, a large school and Christian Endeavor rally was held with Rev. C. P. Gates presiding.

Corvallis Organizes Red Cross Chapter

Corvallis, Or., April 6.—William H. Hush, field agent for the national Red Cross association, is here from Washington, D. C., to organize a Red Cross chapter in Corvallis. The ladies of the city have already organized, but Mr. Hush informs them the war department requires that a man must be president of the chapter and a bank the treasurer; the accounts to be audited by the war department, as in times of war Red Cross organizations are under government supervision. Mr. Hush will remain here several days to put the chapter on a legal basis status.

M'ARTHUR HAS A BILL FOR THIRD SESSION OF NATIONAL CONGRESS

Believes Session Should Begin in March Following November General Election.

WOULD HASTEN MEASURES

Accomplishments of Short Session Always Unsatisfactory, Because of Little Interest of "Lame Ducks."

Washington, April 6.—(WASHINGTON BUREAU OF THE JOURNAL).—Three regular sessions of congress every two years, one in March following the general election in November. In addition to the present regular sessions opening in December each year, are provided for in a bill introduced today by Congressman McArthur.

This bill was introduced by the Oregon congressman at the last session, and was favorably commented on by several of the large newspapers of the east. He hopes to arouse additional interest in the new congress by securing hearings and a report upon it.

"A congress fresh from the people," says Mr. McArthur, "will be apt to prove more industrious and more useful than one that is required to mark time for more than a year. By meeting early in March after the inauguration of a president, a new congress would be able to give heed to its recommendations and to get its legislative program well under way before the regular December session."

"Of course, it may be argued that when the public interest requires it, congress may be assembled in special session in the spring, as at present, but this special session arrangement is uncertain and unsatisfactory, not only to the members, but to the country. Under my plan, congress could hear the president's recommendations and could get its large legislative measures well under way before the necessary appropriation bills before the beginning of the fiscal year (July 1) and could adjourn during the early summer until December, when the long session would begin and when practically all of the legislative program could be put through. This would leave little work for the short session, the accomplishments of which are always unsatisfactory because of the lack of interest manifested by a large number of 'lame ducks.'"

Peripatetic Postoffices.

Washington, D. C., April 6.—Grouse, a postoffice late of Wallawa county, Oregon, has moved into the next state. In announcing the flight of Grouse, the postoffice department has given instructions to have it listed hereafter in Asotin county, Washington.

Jesse R. Greene, the postmaster, moves with the office. The distant travel was approximately two miles northeast from the former location in Oregon.

Neverstill, Columbia county, Oregon, is justifying its name. After April 9 its mail supply will come from Kerry railroad station, on the Astoria line, instead of from Westport.

West Point Cadets.

Washington, D. C., April 6.—Representative Hawley expects to have a competitive examination, at Salem for candidates for appointment as cadet at the West Point military academy late in May or early in June. This will be open to young men who are residents of the first congressional district of Oregon. The appointment will supply a vacancy caused by the advancement of classes now at West Point.

Parkwood Postmaster.

Washington, D. C., April 6.—Otto Wunderlich has been appointed postmaster at Parkwood, Multnomah county, Oregon, in place of J. W. Spencer, resigned.

Postmaster at Delmar.

Washington, D. C., April 6.—James A. Elliott has been named postmaster at Delmar, Coos county, Oregon, in place of L. V. Cole, resigned.

High School Boys in Guard to Graduate

Seniors Who Stand Now Is of Passing Grade Will Be Graduated With Class, Though in the Army.

Seniors in Portland high schools who have been called to the colors in the Oregon National Guard will be permitted to graduate with their classes in June provided their standings at the present time are satisfactory.

On recommendation of Superintendent of Schools Alderman the school board has granted permission for the following to graduate in June:

Washington high school: Lyman Cooley, George D. Graves, Charles Parsons, Robert Vial, Donald Bates, Earl Burdett.

Jefferson high school: Andreas Albrecht, John Crout, Francis N. Francis, Clarke White, Ransom Cook.

High School of Commerce: Grant Hylander, Robert Berger.

Lincoln high school: Bernard Anderson, E. J. Chalmers, Thomas Foley, Ernest Haycox, George Jones, Waldo Schultz, H. C. Stevens, M. Merl Wadsworth, Harold West, Raymond Williams.

Officers Are Elected By Mizpah Church

The annual congregational meeting of the Mizpah Presbyterian church was held Wednesday night, following a largely attended congregational dinner served by the Ladies' Aid society. W. S. Gaylord, J. P. Barlow and A. Howell were reelected elders to succeed themselves and Leslie Pershing was also elected an elder. F. T. Fall was reelected to succeed himself as trustee. The reports from the various departments of the church showed the work in a very satisfactory condition.

State Artilleryman Secures Commission

Eugene, Or., April 6.—First Lieutenant Willis E. Shippam, U. S. A., instructor in the coast artillery corps of the O. N. G., this week received his commission as captain in the regular army. No change will be made in his location on account of the promotion.



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