

THIS PORT STILL BEING SLANDERED BY RIVAL PLACES

False Reports Circulated Regarding Bar and River Keep Alive Prejudice Against City.

TRUTH WILL COST MONEY

Commerce Chamber Says if Stories Can Once Be Conclusively Refuted, Task Easy.

In recent conferences with influential steamship men regarding an oriental steamship line out of Portland, the Chamber of Commerce, in a statement prepared for that organization's bulletin, says the steamship men are still harboring prejudices about this port and that it is apparent that malicious and false reports by rival interests are responsible.

"During the past week the executive officers of the Chamber of Commerce have conferred with different influential steamship men in the effort to establish an Oriental line. In these conferences the facts have been presented that we have a very large territory for the production and consumption of commodities a steamer line would handle; that we have the railway connections needed for a proper recognition of a line entering the river; that the cost of shipping is no longer a disadvantage; that this community absolutely guarantees an equality of port charges, fuel charges, stevedoring, dock charges, etc., in comparison with Puget Sound ports; that there is no congestion in the harbor or on the docks and more than 50,000 tons of space is immediately available for cargo, and that the time for a vessel operating through the river is the same in reaching this port as Puget Sound."

Despite these facts the big steamship operators yet harbor their prejudices and talk about delays on the bar and in the river. They are, it is informed in our rival ports that such delays still continue.

"It is apparent to the Chamber of Commerce that malicious and false reports still are being assiduously circulated by rival interests. It is further apparent that the utmost energy of this community must immediately be exercised to break down the prejudice that is fed by unscrupulous competitive interests. How this action shall be taken and what procedure shall be adopted will be determined as the situation must be done of a forceful and vigorous character. If it costs money it will have to be underwritten. It seems clear that after establishing the facts thoroughly and disproving the slander circulated, the problem will thereafter be easier."

SHIPYARD TO BE REOPENED

Grays Harbor Company's Plant Absorbed by Motorship Corporation.

The reopening of the old yard will add several hundred workmen to the staff of the Motorship Corporation. The opening of the engine installation plant of this company, which is now in the process of building, will call for several hundred additional workers.

4000 ENROLL FOR SHIP WORK

California Cities in Two Days Reach Almost Half of Quota.

San Francisco, Feb. 2.—(I. N. S.)—The State Council of Defense announced this afternoon that approximately 4000 men had been enrolled in the campaign for shipbuilders Friday, and today at San Francisco, Oakland, Los Angeles and San Diego the only points where printed registration cards were available. This is less than half of the state's quota of 11,600. The country at large is seeking 250,000.

Beginning Monday a new drive will be inaugurated in every county in the state, all the officers having now been supplied with the necessary blank forms.

SCHOONERS MAKE FAST RUNS

John A. Campbell Reaches Sydney in 82 Days—Georgina Returns in 80.

FORWARD

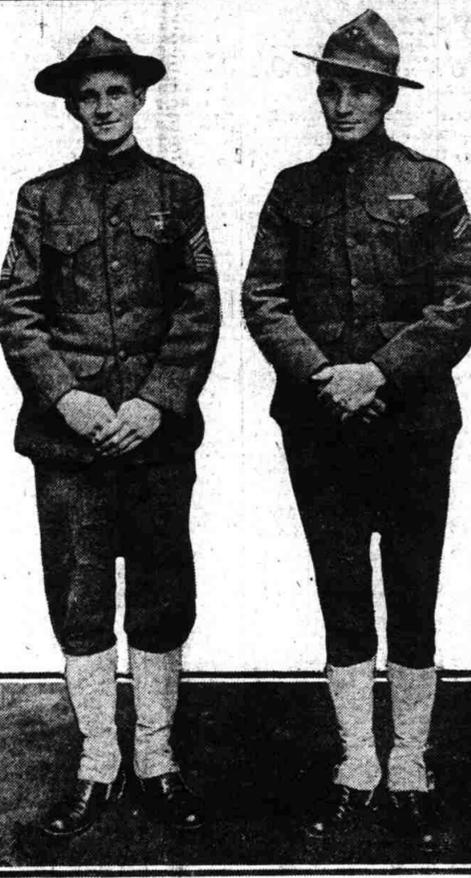
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Don't talk operation. If you can't wait for a free trial of Pyramid File Treatment get a box at any drug store and get relief now.

FREE SAMPLE COUPON

Pyramid File Treatment

REENLIST IN MARINE CORPS



Left—Alexander Bradley, who has reenlisted in the marine corps after having served for four years with the soldiers of the sea. Bradley will be sent to Mare Island in a few days by the local recruiting station. Right—Corporal Ellis Allgood, who has reenlisted in the marines and will be assigned to recruiting duty in Portland.

Alexander Bradley and Ellis Allgood have reenlisted in the marine corps after four years' service with the soldiers of the sea. Bradley enlisted in Portland, January 26, 1914, and was sent to Mare Island, Cal., and from there was sent with the expeditionary forces in Mexico on the U. S. S. Jupiter. Later he was transferred to the U. S. S. West Virginia and was on that ship at the time she acted as convoy for the ill-fated submarine F-4 which sunk in Honolulu harbor.

From the West Virginia he was transferred to the marine barracks, Bremerton, Wash., January 13, 1915, where he entered the quartermaster department, being made quartermaster sergeant June 11, 1917. He was discharged January 25, 1918, and reenlisted the following day. He is now in Portland on a 30-day furlough and will be sent to Mare Island in a few days. Allgood will be assigned to recruiting duty in Portland.

THREE VESSELS GO ASHORE

Patrolboat Escapes Atlantic Shoal, Reaching Port—Others in Danger.

The Berkshire, a liner of the Merchants & Miners' Transportation company, was forced on the cross-rip shoal in Nantucket sound by drift ice. She has a crew of 36 men.

News of the Port

Departures February 2. Atlas, American steamer, for San Francisco, ballast. 99, American barge, for San Francisco, ballast.

Weather at River's Mouth. North Head, Feb. 2.—Conditions at the mouth of the Columbia: Wind, south-east, 20 miles; sea, moderate.

Tides at Astoria Monday. High water, 2:30 a. m.; Sun set, 5:21 p. m.

AT NEIGHBORING PORTS. Astoria, Feb. 2.—Arrived during night, steamer Trinidad, from San Francisco, with 245 p. m. barkentine Georgia, from Sydney.

WESTWIND TAKES ON BALLAST. Preparatory to going on her regular spin today, the 8500 ton steamer Westwind shifted Saturday afternoon at 3 o'clock from Portland Flouring mills, where she took on ballast cargo, to the oil dock to fill her fuel tanks.

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SHIPYARD WORKERS LEARN NEW PARLANCE OF THEIR VOCATION

Y. M. C. A. School Course in Wood Ship Building Without Text Books.

That Oregon's recently attained national leadership in wood shipbuilding may be maintained, the first wood shipbuilding school in the United States has been organized in Portland.

Drop over to the Y. M. C. A. any Wednesday or Saturday evening between 7:30 and 9:30 o'clock, and you will find a group of some 40 earnest faced, callous handed men learning the science that lies back of the form, structure, cargo carrying and sailing ability of the wooden ship. These are the men who by day work at the building of wooden ships and by night go to the Y. M. C. A. shipbuilding school to learn from their instructor, W. H. Curtis, naval architect, the why of the things they do during the day, and to do them they fit themselves for more skilled work and to superintend the work of others.

No different are the wooden vessels from the craft built and sailed a generation ago that no textbooks are available. The lessons are taken from the memoranda and drawings in the note book of the instructor. Then comes in connection with the Supple & Ballin Shipbuilding company, is making daily practical use of the same material.

To the layman it seems that the student in this unique school does not so much learning how to build ships as they are learning a new language. The words used to describe parts of the vessel, the angles, curves, dimensions and action are all meaningless to the landsman.

The learning of marine terms and expressions used in ship construction is, however, the first essential. Then comes the study of how to build and lay the keel and false keel, the rules that must be followed in assembling the frame, the steam, the keelsons, clamps and stringers, deck and beam knees, pointers and stringers, hatch framing, deckings, outside planking, cargo masts and booms, winches and windlass, deck fitting, rigging and rigging gear, and every part of the ship in its relation to every other part is thoroughly understood.

Some of the men who are taking the work in shipbuilding are youngsters, whose shipyard employment has exempted them from draft as being more valuable to the government at their present work than as soldiers at the front. Some of them are older men, who until the inauguration of shipbuilding locally were engaged in other work.

But why do our troops with a modified British Enfield rifle rather than our own Springfield rifle, anyway? Simply this, that three of the largest private factories in this country are equipped for manufacturing the Enfield model 1914 rifle, and during the last two years have turned out large quantities of them for the British government. The United States government arsenals at Springfield and Rock Island have on a comparatively small capacity for manufacturing the Springfield rifle, and there is not a single private rifle factory now in operation for the production of rifles which are to be used for our troops after the war.

Land Owners Must Pay for the Sewer

After Years of Litigation, Supreme Court Decides Riverside District Protest Suit in Favor of City.

The sewer was laid in the Peninsula district during 1910 and 1911, and after protests were made by the Riverside district, a reassessment was made, including a larger area in the district, to scatter the cost among a greater number of property owners.

Mr. Wright is a candidate for the Republican nomination for department four of the Multnomah circuit court, according to the announcement made by him yesterday afternoon.

Mr. Wright has lived in Portland since 1888 and has been engaged in the practice of law for the past 29 years. He was a candidate for a judicial nomination in 1916, when he sought the position held by Judge J. P. Kavanaugh, who was seeking, and won, renomination and reelection.

Mr. Wright has recently decided to enter the Y. M. C. A. work in France, and is coming to Portland for a brief visit before taking up his new work.

Train Kills Army Veteran. Vallejo, Cal., Feb. 2.—(I. N. S.)—Jacob Stevenson, pioneer resident of Vallejo, died here at the Mare Island navy yard, was run over and killed by a train there this afternoon. He was a Grand Army veteran. A widow and three children survive him.

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American Soldier to Use Enfield Model 1914 Rifle

This Gun Declared to Be Most Suitable Piece and Its Manufacture Can Be Facilitated Through Interchangeability.

By C. J. Schilling. Of the Remington Arms Union Metallic Cartridge Company.

It has been bridled for some time that the rifle with which our troops are to be armed is the British Lee-Enfield rifle re-chambered to use the United States Springfield cartridge.

In the first place, the Lee-Enfield rifle is not to be used at all. An Enfield is a British army rifle, called an Enfield by reason of the factory that the British government owned at Enfield in England. Similarly our own army rifle is called a Springfield after our government factory at Springfield, Mass. A Springfield rifle is the current model of army rifle of the present time. It is the United States Mauser type rifle of the model of 1903. Previous to that the Springfield rifle was the "Krag" of 1888.

A good many years previously the Springfield was the old smooth-bore musket, and between then and now there have been many other kinds of Springfield rifles.

Lee-Enfield Model. But it is not the Lee-Enfield rifle of any date whatever which is to be used by United States troops in Europe, but the Enfield model 1914. This is a rifle of Lee-Enfield principally, and resembles the Lee-Enfield principally, and resembles the Lee-Enfield principally, and resembles the Lee-Enfield principally.

The breech of the barrel is thicker than the muzzle, the foresight is very high, and is constantly catching in all kinds of obstructions. The rear sight is light mounted, and is unprotected. On the other hand, the front sight on the modified Enfield, while just as high as that of the Springfield, is protected by two wings or flanges, so that it cannot be damaged the way the Springfield's is.

Regarding Sights. The rear sight of the Springfield, in my opinion, is the only one of its size in the world that does not contribute to the aid of persons afflicted with tuberculosis, he says, in urging a municipal council to erect a hospital.

Emergency Is Met. The ordnance bureau is to be congratulated upon having turned out a good rifle under emergency conditions, available in these days of the war.

Advantage of Re-chambered Piece. Time will prove that both of these cartridges are better than the Enfield model 1914 rifle, and during the last two years have turned out large quantities of them for the British government.

Portland Buy Will Preach Next Week at First Congregational. Vernon Cook to Visit This City Before Entering Y. M. C. A. Work in France.

Vernon Cook, a former Portland boy, will preach at both the morning and evening services at the First Congregational church on Sunday, February 10.

Mr. Cook is well known among the members of this church, having joined its membership during Dr. House's pastorate, and being an active worker in the Christian Endeavor society and the Minute Men's club.

He is a graduate of Portland academy, Whitman college and Yale university.

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DR. PARRISH WARNS THAT POOR BUILDINGS JEOPARDIZE HEALTH

Poorly Ventilated Shacks Filling With Shipbuilders Who Want to Be Near Work.

For the first time in history, Portland faces a grave danger of jeopardizing its high health standard through lack of a housing code, according to Dr. George Parrish, city health officer.

Even though Portland has experienced a phenomenal growth during the last 15 years, ample room has always been available for proper housing, he says. Ground space is still available in the city, but the cause of the change in conditions is the desire of those engaged in shipbuilding and other industries to live near the plants, he points out, and many people are now living in poorly ventilated shacks, inadequately lighted and without a trace of proper sanitation.

Housing Code Proposed. In his annual report, Parrish recommends the immediate adoption by the city council of a housing code that will deal with the new situation and prevent Portland from becoming a "city of fifth."

Building against rats is another suggestion offered by Dr. Parrish. "Believing that Portland is destined to become an important shipping city, with ships calling from all parts of the world, Dr. Parrish suggests immediate attention to freeing the city from rats as a health measure."

All buildings in which restaurants, bakeries or food storage establishments are contemplated, should, if possible, be built against rats, he says. In old buildings the expense would be too great, but in new buildings or in places being remodeled a screening could be built into the walls, he says, that would prevent rats from gnawing through.

Concrete Docks Are Urged. All new docks built in Portland should be concrete, Dr. Parrish says, and if this policy is followed, it will be but a few years until the waterfront will be free from buildings that are a menace to public health.

Portland is the only city of its size in the world that does not contribute to the aid of persons afflicted with tuberculosis, he says, in urging a municipal council to erect a hospital.

Dr. Parrish believes that the city and county should coordinate in this work, and property owned by the county, if suitable, could be secured by the city on which small ten houses should be erected. One physician and two attendants could care for the work, Dr. Parrish says.

Housing Code Proposed. Following closely the recommendations for a housing code, made by Health Officer Parrish comes the same recommendation from Commissioner Plummer and City Building Inspector Mr. Barbur favors a committee composed of citizens interested in social betterment work and of the chief building inspector and the city health officer to prepare an up-to-date housing code, which will guarantee sanitary and well-designed homes for the tolling thousands of the city.

Recall of Argentine Attaches Confirmed. Washington, Feb. 2.—(U. P.)—Official confirmation of the recall of the Argentine military and naval attaches at Berlin and Vienna, and of Major Kingelin, who was on a special military mission to Berlin, was received by the state department from the Argentine government today. It was specified that these officials return to Argentina "within three months."

Battery A Celebrates. The fifty-second anniversary of the Veterans of Battery A, Field Artillery, Oregon National Guard, was observed Saturday night at a banquet at the Imperial hotel. A large number of guests by leading members were at the program.

Weather Conditions. Portland and vicinity—Sunday, probably rain; Monday, fair; Tuesday, probably rain; Wednesday, fair; Thursday, rain; Friday, moderate; Saturday, wind; Sunday, fair.

Daily Meteorological Report. Observations taken at 5 p. m., Pacific time, February 2, 1918.

Table with columns: Station, Max. Temp., Min. Temp., Precipitation, Wind, State of Sky. Rows include Baker, Boston, Chicago, Duluth, etc.

Local Record. Portland, Or., Feb. 2.—Maximum temperature, 40 degrees; minimum temperature, 27 degrees; total precipitation, 0.5 inch.

THOMPSON OPTICAL INSTITUTE. Portland's Oldest and Largest Exclusive Optical House. Established 1891. 369-16-11 CORBETT BUILDING Fifth and Morrison.

The Old Grey Bonnet Is to Be Bonnet of '18

Headwear for Women Thought Not in Price Will Be in Order This Spring.

Hat! Gather around closely. Here are some inside tips on millinery for next spring.

Hugo Kerbel of the Emporium millinery, is just back from New York where he was let in on some choice advance hat styles.

According to the Paris "dope" that filtered through the censors the next batch of women's hats will be of the old grey bonnet type.

Westly passes will be dashing and bizarre creations. Simplicity will be the key note. The only difference between the old fashioned coil skuttle hats and the 1918 offerings is that the band under the chin has been eliminated.

This would sound like cheerful news to him who pays cold cash for hats. Simple hats—simple prices. Very simple. No so-called fashion hat bills, not so.

Hats and umbrellas are simplified for the coming season. Some of the advance information obtained by Mr. Kerbel was that prices would not be lowered. In fact, he said, they would be quite high.

Factories are closing down one day a week, labor is hard to obtain and energies on the whole are being devoted to war work, apologized Mr. Kerbel for the H. C. of H.

Uncle Sam wants 3000 more experienced lumber workers for the great American army of loggers and sawmill men already in the forests of France producing material for the troops of the United States and of the allies.

The Twentieth engineers, the lumbermen's regiment, has issued a call for these 3000 recruits for immediate service overseas.

Both draftants and men not subject to draft will be accepted. Each, however, must pursue a different method of gaining entrance to the regiment.

The regulations for entrance are as follows: Able-bodied white men not subject to draft, age 18 to 21 and 31 to 40, citizens of the United States, with experience as woodmen or sawmill employes, or any of the usual classes of work in connection with logging or milling operations, can enlist at any United States recruiting station.

Supplemental to the lumbermen's regiment, there will be formed auxiliary unit battalions of highway construction men, the Forty-first, Forty-second and Forty-third auxiliary forest battalions.

To qualify for entrance into these battalions, men should be skilled in the following work: Road building, bridge building, operating rock crushers, operating log rollers, driving motor trucks and ordinary road labor.

The same rules for enlistment apply as in the case of the engineer regiment. Previous military training is not necessary for entrance to either division of this service, said George H. Cecil, district forester and enlistment officer, working in cooperation with the war department in seeking enlisted men or induction into the battalions or regiment will be supplied by full information at Forster Cecil's office in the Beck building.

Thompson's Deep-Curve Kryptok Lens Are Better (Trademark Registered). The Sign of Perfect Service. We invite the Fullest Investigation of Our Ability to Serve You Best.

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