

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 for this.

"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 port is one of the best in the world; 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 in the future. 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.

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.

SCHOONERS MAKE FAST RUNS

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

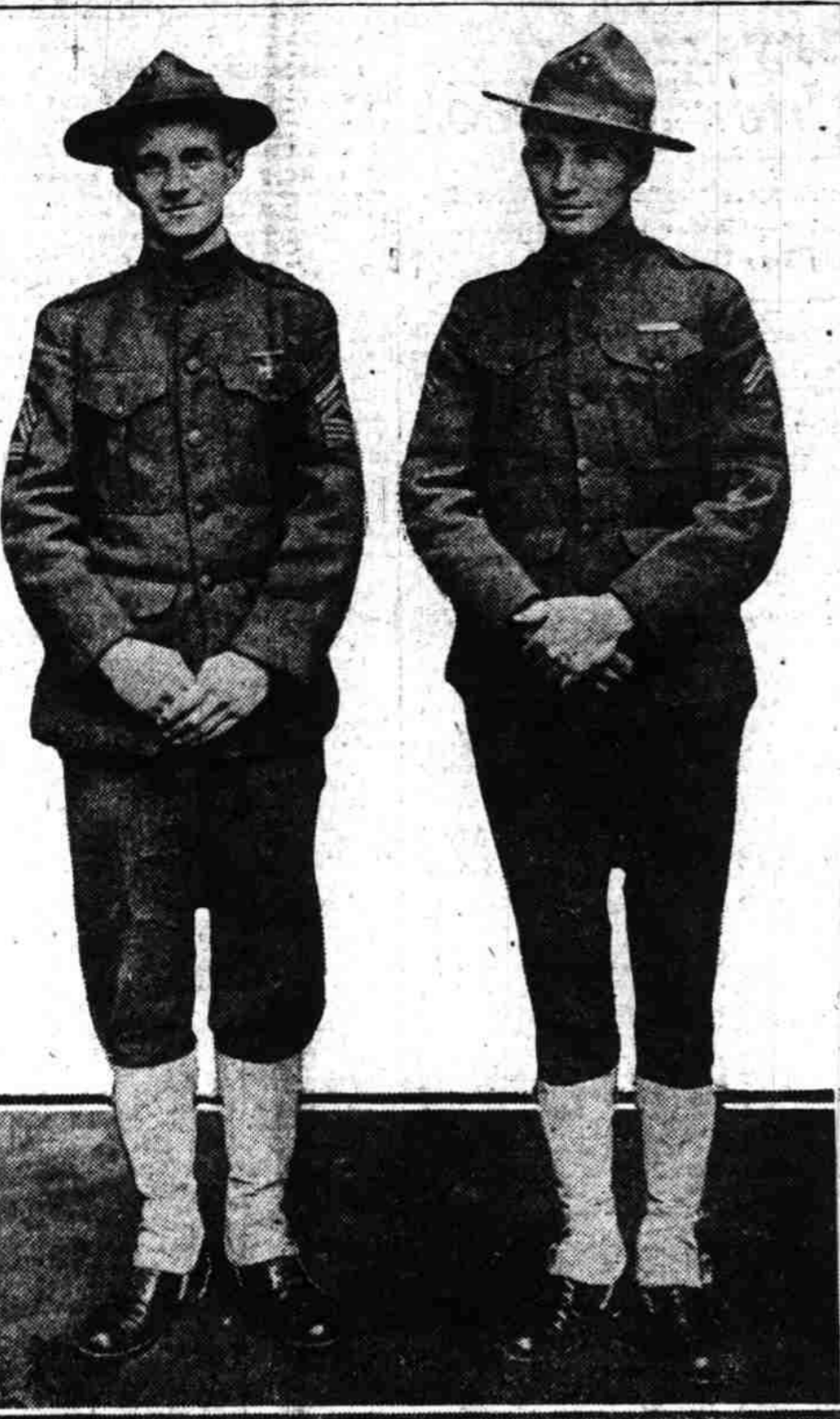
The merchants' exchange has been advised that the schooner John A. Campbell, owned by the Lindstrom, which has lain idle for six months, is being reopened.

FOR PILLS TRIAL FREE

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. If not near a store send coupon for free trial package in plastic wrapper and get rid of itching, bleeding and protruding piles, hemorrhoids and such neck troubles. Take no substitute.

FREE SAMPLE COUPON PYRAMID DRUG COMPANY. Name, Address, City, State.

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 38 men.

Steamers' Masters Changed. Captain Henry Devitt has replaced Captain Ernest Smith as master of the steamer Daisy Gadaby. As master of the steamer Greenwood, Captain Charles G. Hoffman has succeeded P. J. Bertelsen.

News of the Port

Departures February 2. Atlas, American steamer, for San Francisco, 9 a. m.; American barge, for San Francisco, 9 a. m.

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

AT NEIGHBORING PORTS. Astoria, Feb. 2.—Arrived during night, steamer Trinidad from San Francisco, arrived at 2:45 p. m., barkentine Georgina, from Sydney, arrived at 3:15 p. m.

AT NEIGHBORING PORTS (continued). San Francisco, Feb. 2.—Sailed at 8 p. m., steamer Brewster for Portland. Astoria, Feb. 2.—Sailed at 8 p. m., motor schooner, for Portland.

WESTWIND TAKES ON BALLAST. Preparatory to going on her regular spin today, the 8800 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.

COOS BAY TO BE HOME PORT. Marshfield, Or., Feb. 2.—The Marshfield Chamber of Commerce has received word from San Francisco that all government vessels built on Coos Bay will be registered with Coos Bay as their home port.

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 Sunday 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.

So 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 the connection with the Supply & Ballin Shipbuilding company, is making daily practical use of the same material.

Land Owners Must Pay for the Sewer. After Years of Litigation, Supreme Court Decides Riverside District Protest Suit in Favor of City.

Years of litigation over the payment of the reassessed cost of the Riverside district sewer ended Friday when the state supreme court decided in favor of the city in a suit filed by the Portland Against H. R. Blue and others.

PORTLAND BUY WILL MANY OREGONIAN'S SERVING IN Y. M. C. A. HUTS AT THE FRONT

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 minister today.

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.

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.

Station. Max. Temp. Min. Temp. Precipitation. Wind. State of Sky.

Bank to Occupy New Quarters on Feb. 25. Anthony Eckern, vice president of the State Bank of Portland, announces that the bank has recently acquired its new quarters at the corner of Fifth and Stark streets on February 25.

Thomas E. Sheehan Acquitted. Thomas E. Sheehan, who has been on trial here for the killing of another, William Sheehan, a policeman, was found not guilty by a jury this afternoon after three hours' deliberation.

Girl Attempts Suicide. San Francisco, Feb. 2.—(I. N. S.)—A 15-year-old girl, Romilda Bassano, tried to commit suicide in Golden Gate park here today by drinking poison.

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.

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.

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. Barber.

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The Old Grey Bonnet Is to Be Bonnet of '18

Westfall Millner Says Simplicity in Headwear for Women Thought Not in Price Will Be in Order This 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.

Westfall 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.

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.

MEN EXPERIENCED IN LUMBER WORK NEEDED IN FOREST REGIMENT

Call Comes for 3000 More Men Who Are Not Subject to Draft Regulations.

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 in any 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.

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 enlistees or induction into the battalions or regiment will be supplied by full information at Foster Cecil's office in the Beck building.

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