PROPOSAL IS THAT STATE SHALL LIFT PORT BOND LIMIT

Chamber of Commerce Will Ask Legislature to Permit Financial Backing for Steamships.

OTHER PORTS WILL BENEFIT

Resolution Is Expected to Be Offered at Salem Next Monday to Permit Bigger Development.

Recommending that the port of Portland be allowed to issue bonds to the amount of 5 per cent of its assessed valuation instead of 1-3 of 1 per cent permitted under present legislation, that it may be able to effect the ownership and operation of a private steamship line, the Chamber of Commerce will submit a resolution to the legislature at Salem on Monday.

Under the former rating, should the port of Portland desire to establish such accommodations here, it would be able to raise a total of but $1,000,000, while under the proposed amendment $15,000,000 could be raised.

In addition to this amendment the chamber will present another asking that provision be made for the port to subsidize private steamship lines, acting for the good of commerce in the Oregon ports. Statutes prohibit such action in the state of Oregon, but it is believed that the rapid change in conditions along the coast will be sufficient guarantee for the adoption of new legislation.

If the port would be allowed to increase the amount of bond issue to 5 per cent, other ports in Oregon would also benefit by the legislation. Several other points have been agitating such a step.

ELEVENTH HULL LAUNCHED

Albina Works Will Put Down Two More Keels at Least.

Maintaining its record of launching one hull of the 3800-ton steel steamer class every month, the Albina Engine and Machine works sent its eleventh hull into the water Friday afternoon at 2:45 o'clock. The vessel was named the Glendola.

Mrs. J. B. Montgomery, wife of the owner of large interests in the Albina estate, acted as sponsor for the vessel, which took to the water gracefully and is now tied up at the Albina docks awaiting orders to go to the equipping dock and finish her sea-going outfitting.

The Glendola takes with her the honor of being the eleventh hull launched by the Albina works since it started shipbuilding for the Emergency Fleet corporation at its yard. It also is the first of the Albina fleet of 1919.

Three more vessels are being built on the ways of the Albina yard, and immediately after the launching yesterday another keel was laid for a fourth steamer of the 3800-ton type. The works will probably be able to lay one or two more keels before the government suspension order halts further work. The Albina works also delivered its tenth boat, the Jacox, to the shipping board Friday about the same time the launching occurred. The Jacox successfully passed her deep sea voyage Thursday.

TRAFFIC BODY PLANS MADE

Outline of Work of Newly Formed Organization Is Discussed.

Preliminary plans for the beginning of definite work were discussed Friday at a meeting of the newly formed traffic organization, composed of a committee from the Chamber of Commerce and a committee from the Port of Portland commission.

The Port of Portland commission is represented by Commissioners O'Reilly, Spencer and Pease and the chamber by H. B. Van Duzer, Peter Kerr, C. E. Dant and W. D. B. Dodson. Enthusiastic interest has been shown in the new project by the Port of Portland commission, which proposes to formulate a permanent organization.

According to the plans discussed Friday the chamber will lend assistance through a foreign trade bureau and the financial feature of the program will be carried by the port commission. Further discussion of the matter will be held early next week.

LANTERNS TO INDICATE STORM

Weather Bureau Announces New Set of Signals for Hurricanes.

From information received from the United States weather bureau, the following system of night hurricane displays will be effective in the future on the Atlantic coast:

"Two red lanterns, with a white lantern between, displayed at night indicate the approach of a tropical hurricane or one of those extremely severe and dangerous storms which occasionally move over the Great Lakes and the Atlantic coast."

Mariners have also been given official notice that submarine defense nets have been removed in Narragansett bay and at Hampton Roads.

Special notice has been given to the Pacific coast of these changes because a number of western vessels will be making for eastern ports soon.

MORE WARNINGS OUT

Additional notices to mariners have been published by the seventeenth lighthouse district as aids to mariners on the Washington coast.

Willapa Bay—Inner buoy heretofore reported out of position was replaced January 20, 170 degrees, 320 yards from charted position, and is now in five fathoms of water. Bearings: Willapa lighthouse, 33 degrees (N. ¾ E. mag.); Toke Point wharf, tangent 10 degrees (N. E. 3-16 E. mag.); Goose Point, left tangent, 104¾ degrees (E. ¾ N. mag.).

Puget Sound—Decatur reef buoy, 2, reported out of position January 30, will be replaced as soon as practicable.

San Francisco Marine Notes

San Francisco, Feb. 1.—(I. N. S.)—B. Colombo has replaced E. B. Arnold as master of the steamer Wellesley.

The schooner Muriel, 21 days from Seattle for Callao, arrived in San Francisco Friday for repairs. The vessel sprang a leak at sea.

The schooner William Bowden put into San Francisco Friday leaking. The William Bowden left Port Townsend on January 17 and was bound for Sydney.

Lower Columbia Suffers

According to reports received from Astoria, the lower Columbia has suffered as heavy a loss in shipping during the past month as Portland and other inland ports on the same stream have suffered. Only 18 vessels were loaded with a lumber cargo, 16 for California and two for foreign ports. During the same period seven carriers left the upriver mills.

Captain Blain Recovered

Reports have been received from the east that Captain John F. Blain, northwest manager of steelship canstruction for the Emergency Fleet corporation, is fully recovered from the illness which overtook him at Philadelphia. He expects to leave February 5 for the Pacific coast. Captain Blain has been in Philadelphia since the first of the year when he was attending a conference over ship production matters for the northwest.

Three Ships May Go East

Three auxiliary schooners, the Carmen, constructed by the McEachern Ship company of Astoria and the Ferris and Esperance, completed by the Peninsula Shipbuilding company, may have to be dispatched to the Atlantic ocean for cargo. The vessels are sailing in the fleet of A. O. Anderson &. Co., under the regulations of the United States shipping board and find that they are unable to obtain cargo in the orient.

News of the Port

Arrivals February 1

Fort Seward, American hull, from Aberdeen, ballast.

Arrivals January 31

Johan Poulsen, American steamer, from San Francisco, general.

Departures February 1

Anthera, American steamer, for trial trip, ballast.

Departures January 31

Santa Barbara, American steamer, for San Pedro, lumber.

Baroda, British barge, for Balboa, lumber.

MARINE ALMANAC

Weather at River's Mouth

North head, Feb. 1.—Conditions at the mouth of the river at 8 a. m.: Wind east, 5 miles; clear; sea smooth.

Sun Times

Sun rises, 7:33 a. m. Sun sets, 5:16 p. m.

Tides at Astoria Sunday

High Water:	Low Water:
1:55 a. m....8.4 feet	8:07 a. m....1.9 feet
1:41 p. m....9.1 feet	8:30 p. m....—0.4 feet

DAILY RIVER READINGS

STATIONS	Flood Stage.	Height (in feet)	Change in last 24 hours.	Rainfall in last 24 hours.
Umatilla	25	2.8	-0.1	0.00
Eugene	10	4.0	-0.4	0.00
Albany	20	6.1	-0.7	0.03
Salem	20	5.8	-0.8	0.00
Oregon City	12	6.7	-0.7	0.01
Portland	15	6.7	-0.7	0.05

(—) Falling.

RIVER FORECAST

The Willamette river at Portland will continue to fall during the next two or three days.

AT NEIGHBORING PORTS

Astoria, Feb. 1.—Arrived during the night and left up at 8:30 a. m., Hull, Fort Seward, from Aberdeen. Arrived down at 6 a. m., barge Baroda. Sailed at 8 last night, steamer Santa Barbara, for San Pedro.

San Francisco, Jan. 31.—Sailed at 10 a. m., steamer Klamath, for Portland.

San Pedro, Jan. 31.—Arrived last night, steamer Daisy Mathews, from Columbia river.

Coos Bay, Jan. 31.—Arrived at 10 a. m., steamer City of Topeka, from San Francisco, for Portland.

Shanghai, Jan. 28.—Arrived: Auxiliary schooner City of St. Helens, from Columbia river, 43 days out.

Point Lobos, Jan. 31.—Passed at noon, steamer Flavel, from Columbia river, for San Pedro.

San Francisco, Feb. 1.—(I. N. S.)—Arrived, yesterday: Governor, Los Angeles, 3:05 p. m.; schooner Muriel, Port Townsend, 4:20 p. m.; schooner Wm. Bowden, Port Townsend, 6:25 p. m.; Coquille River, Los Angeles, 7:15 p. m.

Sailed yesterday—Santa Rita, Tacoma, 12:25 p. m.; Queen, Los Angeles, 12:45 p. m.; Brunswick, Los Angeles, 1:15 p. m.; Raymond, Grays Harbor, 1:15 p. m.; West Carnifax, New York, 2 p. m.; San Jacinto, Grays Harbor, 3:35 p. m.; Brooklyn, Bandon, 3:40 p. m.; Elizabeth, Bandon, 4 p. m.; Sachem, Honolulu, 4:30 p. m.; Acme, Bandon, 6:15 p. m.; Wakamna, Honolulu, 6:30 p. m.; Klamath, Portland, 9:50 p. m.

San Francisco, Feb. 1.—(I. N. S.)—Arrived—Washtenaw, Port Angeles, 1 a. m.; Hartwood, Grays Harbor, 4 a. m.; Saginaw, with barge Charles Nelson in tow, Port Angeles, 8 a. m.; Daisy Putnam, Los Angeles, 9:30 a. m.; Sea Eagle, with barge Simla in tow, Port San Luis, 10:30 a. m.; Bandon, Marshfield, 12 noon.

Sailed—Oleum, Seattle, 1 a. m.; Whittier, Port San Luis, 4:30 a. m.; Saginaw, Los Angeles, 7:50 a. m.; tug Hercules, Monterey, 7 a. m.; Coquille River, Fort Bragg, 8:30 a. m.

HERO BACK WITH BROADER VISION

Captain Rickenbacker Says Returned Soldiers Will Take Keener Interest in Affairs.

New York, Feb. 1.—(U. P.)—American fighters coming home from the war are going to take a greater interest in their country and in who is running it, Captain Eddie Rickenbacker declared here today.

Rickenbacker arrived on the Adriatic. The American "ace of aces" wore nine decorations of France, Britain and the United States. He has an official record of having downed 26 German planes.

"It seems like a dream to have gone through that raging hell," he said, "seeing so many men die—some of them your own pals. It makes a fellow realize what life means and what a fine country this is that men should fight so for it. It certainly has given me a new and broader vision. When you've been shooting straight down to earth from a height of 5000 or 6000 feet to escape death, you're bound to begin to think.

"Personally I feel I shall take a greater interest in this country and in who is going to run it. I will want to know whether this man or that is best fitted to hold a position of trust in the government. And this spirit I have found among thousands of men who have been fighting for it."

American flyers did their best cleanup work at St. Mihiel, Rickenbacker said. His plans are not yet made. He would rather remain in flying than to go back to motor racing, but he fears that peace time aviation will have little of the thrill of war time flying.

Rickenbacker, it was learned today, sustained a broken ear drum at the battle of Chateau-Thierry when he rushed earthward at 300 miles an hour. The sudden change in atmospheric pressure did the damage.

Aviator Home From Front

New York, Feb. 1.—(U. P.)—Lieutenant D. R. Bray, Oakland, Cal., who was with the British royal flying corps and had been wounded twice in a battle with German flyers 6000 feet in the air, landed here today from the White Star liner Adriatic. Another western flyer was Lieutenant Douglas Campbell of San Jose, Cal., who wore a D. S. C., and Lieutenant Steve Johnstone, San Francisco.

Really, Friends, This City Has Perfectly Reputable Tannery

An uninformed evening paper, in a broad spread of "scare heads" and 40-penny type, bristles erect and red-tongued, informs its scattered readers that "Portland, the foremost market for livestock in the far west, has no tannery!"

Again: "In fact, outside of California, there is no state west of the Rocky mountains where leather is made," etc.

These alarming statements have, doubtless, shocked Joseph Weber, 1712 Macadam street, who, with his brother, established the Weber Brothers' tannery in this city 29 years ago, and it has been in continuous operation every day since. It is not the largest tannery on earth, yet it has an output of approximately $150,000 a year, and its last year's pay roll was upward of $20,000! The plant occupies a three story building 150 by 300 feet in size on a five acre tract in the southern part of the city. At this time the tannery's force of workers is not as large as usual, there being only 17, but Joseph Weber, now sole proprietor, is of the opinion that normal conditions soon will prevail and the enterprise will be running as it did prior to the war.

When the government took control the tannery was put on harness and saddle leather, but is again turning out chrome leather for use in shoe factories. Hides, Mr. Weber says, have experienced a decided drop in prices recently, fluctuations running from 17¾ cents for spread steers in 1914 to 23 cents in 1918 and 21¾ cents a pound for the week ended January 18 of this year. These are Chicago prices, that market setting the values for the nation. In Portland prices range from 9½ cents a pound for green salted to 13½ cents for No. 1, 30 pounds and up. These are about the prices which prevailed in 1910 for country hides, the kind mostly tanned at the Weber plant.

A second tannery was in operation in Portland until about a year ago, when its owner died. This information is published for the benefit of writers unacquainted with this city and who may relish the bit of knowledge.

Then there's the Albany Tanning company, Albany, Or., which the youth of the afternoon publication never had heard of. It's a big institution. It has a business exceeding $100,000 a year. It has a handsome payroll and is a splendid industry in a live town. Strange the Washington street publication's boy was blind to the existence of that enterprise. But then, it may be that the tannery never heard of the Portland newspaper. Who knows?

War Savings Stamps may be purchased from your mail carrier.

COST OF CEMENT MUST HAVE BEEN WRONGLY QUOTED

Oswego Company Offers to Sell Property to State in Letters Addressed to Legislators.

OREGONIANS UNFAIR PATRONS

Cement for Oregon Irrigation Project Bought in Utah Because of Freight Difference.

By H. S. Harcourt

It was unfortunate that R. A. Booth should have stated to the state highway commission that cement can be produced in this state at a cost of 24 cents a barrel when, as a matter of fact, freight on the limestone and cement rock used by the Oswego plant, from the quarries at Roseburg and Dallas, costs 28 cents a barrel.

In addition, the fuel oil is an expense of 46 cents and the electric power 12 cents on each barrel made. Here are 86 cents "overhead." Add to this pay of the operators of the plant, its depreciation, interest on the $1,500,000 investment, taxes, rental of a downtown office, bookkeeper and stenographer, to say nothing of salesmen and manager, and where would Mr. Booth get off were he owner of the concern and selling cement at 24 cents a barrel, or even six times that sum?

The management of the Oregon Portland Cement company, feeling that Mr. Booth had been incorrectly reported or wrongly informed, addressed to him a letter covering this subject, and in it stated that its net profits in 1918, on its large investment, were only $3000—about that of a healthy peanut stand or small soft drink bar.

Company Offers to Sell to State

The Oregon Portland Cement company is one of the big institutions of Portland. It required a great deal of earnest work and much effort to raise the money necessary to its construction and to procure the ground containing the material used in the manufacture of its product. It came into active being at a most inopportune time. The great war was thrust upon the country, building and road construction practically ceased, the government was compelled to interfere in the management of all manufactures of the kind and the concern had its hands tied from the beginning. The maximum of prices fixed at Washington left no margin of profit.

In a letter to each member of the legislature, the company stated the facts and declared it would be pleased to have the state take over the plant on a basis of a 5 per cent dividend to its stockholders.

"Naturally," the company writes, "our company is very much interested in the congtruction of concrete highways and, while we admit that the initial cost of concrete construction is higher than other types of pavement, the saving in the use of the former is effected in its inestimably longer life and its lower maintenance cost."

Utah Cement Brought in

"It has not been the policy of our company," the letter continues, "to try to force the highway commission or any other public body to use concrete for highways or to bring any political pressure to bear compelling its use. On the contrary, ours has been a campaign of education, and we fully believe that in Oregon the day will come when concrete pavements, with or without a top dressing of other material, will become the standard type, as is already the case throughout California, Washington and most of the Eastern states. Bitter experience has taught these people that permanence in road construction can be obtained in no other way."

Thirty thousand barrels of Utah cement have been bought for the Warm Springs irrigation dam in Eastern Oregon at a price said to be $9000 less than the bid of the Oswego plant, the difference in favor of Utah being occasioned by the excess of freight charges from Portland, a shorter distance. Thus $106,200 worth of cement is bought for use within the state from a concern manufacturing it outside the state and which has not a dollar invested in Oregon.

Oregonians an Odd Lot

A letter from the executive secretary of the Chamber of Commerce at The Dalles, Or., informs A. G. Clark, manager of the Home Industry league of this city, that it costs 50 cents a barrel or less to manufacture Portland cement, and it is for this reason that in that district $2 a barrel is considered too much, yet the government contractors, who know precisely the value, will pay the Utah people $3.54 a barrel delivered at Riverside.

The wonder is how it ever became bruited about that Portland cement can be turned out at 24 or 50 cents a barrel.

But the greatest wonder is that our Oregonians do not assemble their wits and open their eyes. Strange that they do not think and are blind. Thirty-two states have organizations which declare, in substance, "we will spend our money for the products of our own state." Lonely Oregon has an unwritten and uncharted one which, in effect, informs the universe that "we don't give a whoop where it is manuafctured if only the industry be outside our state, and the greater the distance away, the more we will clamor for the product."

There is only one Oregon! There are no other people like our own!

Seattle Proposes to Win Nut-Lock Plant

Recognizing how good a thing it is, and how it seems bound to become a very large manufacturing industry, comes now an emissary from Seattle to the Universal Nut-Lock company, Northwestern Bank building, with an offer of a free factory site, free transportation of its machinery to the Sound city, and a proposition to invest in its shares of stock in any amount the management may desire, if the company will abandon Portland and unite its interests with those of the metropolis of Elliott bay. The president of the company has been investigating the Seattle proposition, but as yet no action has been taken by the board of directors of the corporation.

Home Industry Is Slogan Sounded in 32 of the States

Speaking of efforts to encourage home industries and to educate the people up to the benefits to be derived by themselves by patronizing their local manufacturers, A. G. Clark, manager of the Home Industry league of this city, has received a list of 32 states which have such organizations. They are: Oregon, Arkansas, Colorado, Connecticut, Delaware, Georgia, Washington, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Utah, West Virginia and Wisconsin. In addition scores of cities have organizations of their own, each actively engaged in promoting the welfare of their own communities. So Portland is only one of the many prosecuting this line of endeavor—and it fortunately has one of the most efficient and industrious heads of any.

TRADE LOYALTY IS IMPORTANT SUBJECT AT LEAGUE MEETING

Decry Suggestion on Spreading Scope of Home Industry League's Work.

At its annual meeting, held in the Oregon building on Thursday evening, the Home Industry league of the Chamber of Commerce elected the following directors for the year: R. B. Bain Jr. of Closset & Devers; W. J. Ball, Ball Waist Manufacturing company; H. J. Frank of the Blumauer-Frank Drug company; H. C. Huntington, Portland Rubber Mills; R. C. Irvine, Fleischner, Mayer & Co.; George McDonald, Oregon Portland Cement company; E. N. Strong, Oregon Life Insurance company; H. N. Strong, Goldenrod Milling company; J. W. Vogan, Vogan Candy company, and J. H. Zehntbauer, Portland Knisting company. At the conclusion of the election a luncheon, contributed by merchant members of the league, was served to the more than 100 present.

An extended annual address was read by H. C. Huntington, president of the league, which was illuminative of the purposes of the organization and was attentively heard by its membership. Mr. Huntington portrayed the possibilities of the efforts of organized manufacturers, but would not confine their endeavor to this one city or commonwealth. In this he was indorsed by some, but private conversations with the masses disclosed an inclination to dissent from his views.

California Is Loyal

It is well known, for example, that California is an extremely prosperous commonwealth, and that no other state is so tenaciously loyal to its own industries. In fact, in many California cities one of the first inquiries made of an applicant for any position above that of common, unskilled labor, is, "Are you a native of California?" If the applicant replies in the negative he is abruptly turned away, and if in the affirmative he must submit to a cross examination as to when and where, and has he the papers to demonstrate the truthfulness of his statements?

Ask a California merchant for an eastern made article and he will smilingly inform you that "I am sorry I cannot accommodate you, but I do not carry that product. I have something better, and it has the additional merit of having been made in California. You will find it much superior to that which comes across the continent, reaching us after three months' in a freight car, often contaminated by its association with bugs and worms." And the Californian has the best of it in that he speaks the truth. Again, to the north of us, Washington is so loyal to its home industries that our neighbor, Rasmussen, manufacturer of the highest grades of paints and varnishes, was refused permission to so much as offer a bid for supplying paints for the public institutions of that state.

Many Cities Organize

Thirty-one other states, Arkansas, Colorado, Connecticut, Delaware, Georgia, Illinois, Indiana, Kansas, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Utah, West Virginia and Wisconsin, have highly organized bodies of men stoutly contending for the patronage of their citizens for their manufacturing concerns, and within these states 168 cities have home industry organizations issuing strongly worded literature urging their citizens to supply their wants from the products of their local enterprises.

Portland is not, therefore, a pioneer in this kind of propaganda. In fact, this city stands at almost the bottom of the class in this line of home protection, and were it abandoned, the smaller manufacturers, not reaching out after interstate business, would doubtless feel that their interests were being neglected.

Chamber Contributes $300.

The Chamber of Commerce contributes $300 per month to the expenses of the Home Industry league. For this substantial assistance the parent body receives no other benefits than those accruing from the general good the community receives from the efforts of the league, so it would seem that the two organizations have interests so knitted together that it might prove unwise to separate them.

At the meeting Thursday evening it was contended that the substitution of the Pacific Coast Manufacturing association, or the North Pacific, etc., as a name, would so eliminate the boundaries of the league's efforts that it would mean nothing to Portland or Oregon, and it is likely this sentiment will prevail.

A. G. Clark, manager of the league, greatly interested the membership in his remarks relative to its transactions of the past and program for the future. His conduct of its business was heartily appreciated and for it he received the publicly expressed thanks of the president. His field worker, Mrs. Ely, introduced as "the best saleswoman in Oregon," shared honors with Mr. Clark, as did also Miss Anderson, the "always-on-the-job" stenographer and bookkeeper, who has served the institution since its organization.

Oregon Made Goods Keep Coin at Home

Apart from the fish canning industry and lumber, 95 per cent of all Oregon manufacturing is done in Portland. The benefits of these factories cover the entire state. Money received for their products gravitates to all corners of the commonwealth. It is not salted down and put away for the benefit of future generations. It lives now. It functions today. It helps everybody. Then why should Oregon manufacturers fear lest a Portland label would be a detriment to the expansion of their business?

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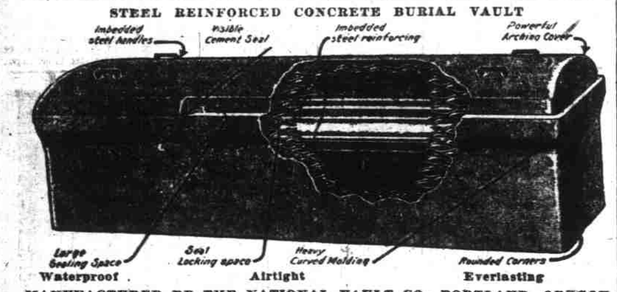

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