

# NEW ORLEANS IS CHIEF COMPETITOR OF PACIFIC PORTS

### A. C. Callan, Portland Delegate to Foreign Trade Conference, Sees South Looming Large.

### MISSISSIPPI GREAT FEEDER River Transportation Comes Into Its Own Again With Barges Principally Used as Carriers.

New Orleans will be the big competitor of West Coast ports for transpacific shipping, according to A. C. Callan, representative of Portland in the national foreign trade conference held recently at Chicago. As a keen rival of New York in foreign markets Chicago is backing New Orleans in the race for supremacy in world commerce.

With the Mississippi river and its tributaries furnishing cheap transportation to its wharves the strategic position of New Orleans is apparent, Mr. Callan said. Freight destined to ports in South America, Australia, New Zealand, the orient, South Africa, and southern Europe is loaded direct from river barges to ocean-going ships. The Panama canal offers a ready gateway to the west coast of South America and to the South Pacific and New Orleans seems destined to command a premier position among the great seaports of the United States.

### RIVER BARGES BUSY

Already strings of barges are carrying the products of the Mississippi valley and the Great Lakes region to the gulf port for shipment to foreign ports. River transportation has come into its own again and the tremendous increase in volume of freight carried by barge and river boats to gulf ports during the past few months is accepted as an index of the permanency of newly established trade routes.

As a direct result of cheap water transportation came sugar from Cuba, crowding best sugar out of the St. Louis market, according to Mr. Callan, and manufacturers of the native product are devising new methods of production. Congestion of freight on the docks at New York, Philadelphia and Boston is to strike troubles at Liverpool and other British ports, has turned a vast volume of business to New Orleans, Mr. Callan predicted, and he predicts that much of this business is permanently lost to the Atlantic ports.

### PRESENT LEVELS ACCEPTED

Mr. Callan spent several weeks in Eastern manufacturing centers and witnessed the sudden revival of industry from the apathy which followed the signing of the armistice and lingered through the uncertainties of the peace conference. European manufacturers all over the country are resigned to the high prices of labor and materials, he says, and are accepting present levels as the new normal. The revival of industrial energies of the country are turned loose once more and their immediate task is to supply the enormous demands of the war devastated countries of Europe.

Mr. Callan cited two orders for steel rails to be used in the rehabilitation of French roads as indicative of the big business now under way. One of these orders was for 750,000 tons and one for 200,000 tons. Another order from France was for 150 locomotives. American steel products can be delivered at European ports in favorable competition with steel from English mills and this factor alone insures a tremendous impetus to American industry.

### PORTLAND NEEDS WATER LINES

One of the immediate needs of Portland, according to Mr. Callan, is the establishment of steamship lines to New York, Boston and Philadelphia. Water transportation between the Atlantic and Pacific ports is essential to favorable freight rates, he says, and will insure an immense domestic market for products of the Pacific coast. The establishment of the Columbia and Snake rivers should also be developed to the maximum, if we are to offer to the Northwest a gateway to world markets.

River transportation is a science little understood in the Northwest, Mr. Callan declared, and our methods are cumbersome and expensive compared with those in use on the Mississippi and Ohio rivers. Instead of expensive docks and piers of concrete, floating barges are anchored to the banks of the streams. These rise and fall with the varying stages of the river and furnish the best of facilities for loading and discharging cargo.

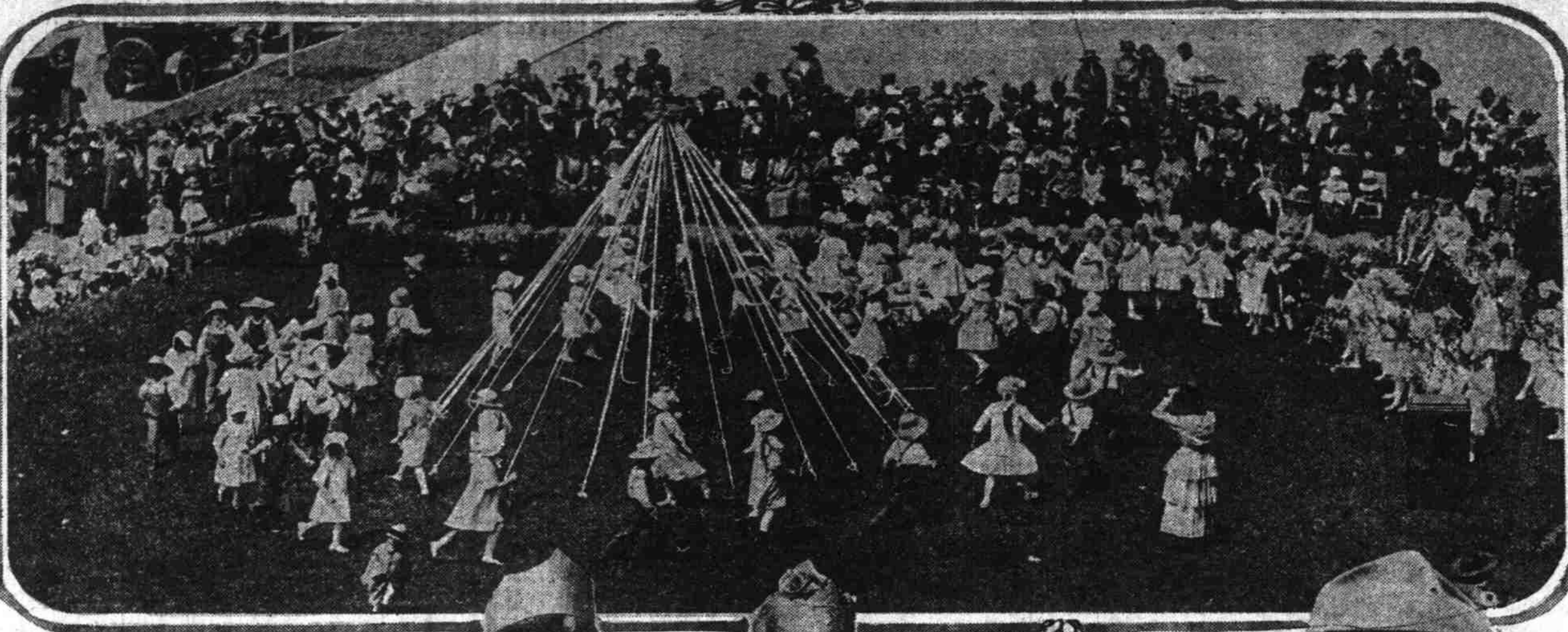
### ADVANTAGES ARE CITED

Detached gangways offer a flexible approach to the barge wharves. These, like the barges, are of wood construction and are easily kept in repair. With an abundance of timber at all times available, the building of docking facilities on the Columbia should offer no obstacle to the development of river transportation, according to Mr. Callan.

"The markets of the Eastern states and of Europe need the products of the Pacific Northwest and their demands will not be stayed," declared Mr. Callan. "A tremendous industrial regeneration of the world is just beginning—it cannot be called a 'season of prosperity'—that phrase is too tame. This is something bigger than any prosperity the world has ever known. It involves something bigger than present or past methods of doing business, and means, inevitably, the establishment of a world industry on a scientific basis that leaves no room for 'Bolshevism', 'capitalism' or any other 'ism'."

"This regeneration of

# ROSE CITY PUPILS FROLIC IN MAY FESTIVAL THAT IS PRETTY SPECTACLE



## SALES ORGANIZATION NEEDED FOR DEALERS IN FORDS, SAYS RYAN

### Sales Manager of Factory in Detroit Tells of Expansion in Talk to Portland Agents.

"It is immediately necessary that a sales organization among Ford dealers be perfected all over the country for the increased production that the Ford plant expects to start soon," said W. A. Ryan, sales manager of the Ford factory at Detroit, who spoke before Ford dealers of Portland at a meeting in the Benson hotel Saturday afternoon.

"The Ford plant is now turning out 3000 cars a day, and by July 1 the daily production is expected to reach 4000. Beginning June 1, 50 per cent of the Ford open cars will be equipped with starters," said Mr. Ryan, who also expressed the opinion that an increased sale of car parts will develop during the coming year.

"Henry Ford has no intention of selling out his plant to the General Motors company," continued Mr. Ryan, "but the plant is not going to start placing \$250 cars on the market right away. There is some possibility of this in the future and regular Ford dealers will be given the first opportunity of handling these cars."

Mr. Ryan, accompanied by C. A. Brownell, advertising manager of the Ford company, arrived in Portland Friday evening. A mechanical clinic was held at the local assembling plant at 9 o'clock Saturday morning and J. A. McMillan, of the Fairbanks company of New York, demonstrated the use of the various tools and labor saving machinery used in repairing cars at the local plant.

The dealers' meeting was opened at 1 o'clock in the Benson hotel and after Mr. Ryan gave a complete outline of the policies of the company for the ensuing year, Mr. Brownell spoke on the value of advertising. He particularly emphasized the fact that local dealers should use the nationally advertised trademark in preference to any device of their own.

Mr. Brownell and Mr. Ryan left Saturday evening for San Francisco, where they will give similar talks to the Ford dealers of that city.

## Nine at Jennings Lodge School Are Handed Diplomas

Jennings Lodge, May 24.—Promotion exercises, marking the close of the year in the Jennings Lodge school, were held at Blingstone's hall here Friday evening. The program included a chorus sung by the advanced grades, a class march, presentation of diplomas by Supervisor Brenton Wedder, flag drill by primary grades, songs by intermediate grades, "Billy Jones" by the fourth grade, and a ribbon march by the intermediates. A playlet, "Old Songs," in which members of the school personified the ballads of long ago, was the final number.

The eighth grade class this year graduated into the high school, including the following: Gertrude Kennedy, Harold Heathman, Gladys Caldwell, Leo Cook, Noah Bechtel, Nettie Geyster, Velma Bechtel, Myrtle Berry and Charles Anderson.

demand the best from every idle acre of land in the great Northwest, and use it from our forests and mines—and use it to us to produce on a tremendous scale. There are several hundred thousand people headed this way from the East, and the development of our resources will be accomplished either by us or by the newcomers—that's about all the choice we have in the matter."



Above—Scene about the May pole at Rose City Park school. Below, left—King Herbert Richardson and Queen Harriet Sage, seated upon their throne. Right—Walter Anderson, who acted as bugler.

Rose City Park primary school children May-feted Friday. Before an audience of more than 1000 admiring parents and sisters, brothers and friends gathered on the school lawn, the little wee lassies and laddies, garbed in bright colors representing knights and ladies, fairies and gnomes of yore, danced and frolicked, paraded and posed. There was a grand march led by the May king and queen, Herbert Richardson and Harriet Sage, and followed by all the other participants in the dazzling pageant. There was a May pole dance by third grade girls garbed in bright yellow. A cherry blossom dance by 18 first grade girls in pink, a sunbonnet dance, a Belgian folk

## PIONEER MANAGER OF 'MOVIE' THEATRES IS TO LEAVE FOR BUTTE

### Creator of Artistic Houses Here to Continue in Service of Jensen & Von Herberg.

Edward J. Myrick, for nearly 10 years one of the foremost motion picture house managers in Portland, will leave Monday night for Butte, Mont., where he will manage the new Riatio theatre for the Jensen & Von Herberg interests.

Mr. Myrick is the pioneer in modern motion picture house management in this city. Coming here to open the Columbia theatre for Jensen & Von Herberg, Mr. Myrick has been continuously in the forefront so far as the installation of decorative features have been concerned. He was the first to use the specially built decorated theatre entrance, first to use potted plants and flowers in window decoration and first to decorate the stage. Among his other "firsts" was the elaborate holiday decorations of the interior, and girl ushers uniformed in conformity to the spirit of the play.

When Jensen & Von Herberg took over and rebuilt what is now the Liberty, Mr. Myrick superintended the work of remodeling and of the installation of the big Wurliitzer unit orchestra, the electrical lighting and projecting system and the decorating. For several months he acted as manager of both the Liberty and Columbia. His transfer it is understood is due to the fact that Mr. Jensen has decided permanently to locate here because of the inadvisability of both heads of the big syndicate being in Seattle.

The Riatio in Butte was erected about two years ago at a cost of \$255,000.

## Street Fist Fight Staged in Quarrel Over Shining Stand

A fist encounter between John Praggas and Gus Anderson, Greek bootblacks, at Sixth and Washington streets, Friday evening, caused both belligerents to receive black eyes and battered faces and to be taken to the city jail.

Trouble over the ownership and management of a shoe shining parlor at Sixth and Washington streets, operated on a community plan by the workers, is said to have been responsible for the fight. Both men were arraigned before Municipal Judge Roseman Saturday morning, but asked to have their hearing postponed until 2 o'clock next Wednesday. Meanwhile they are out of jail on \$50 bail each.

## Mrs. E. L. Thompson Is Elected President of Opera Association

At a meeting of the newly elected board of directors of the Portland Opera association Saturday afternoon, Mrs. E. L. Thompson was reelected president, notwithstanding her protestation that the honors should go to some one else.

H. E. Plummer was elected first vice president; Mrs. Jane Burns Albert, second vice president; Walter Hardwick, secretary and Warren Erwin treasurer. The directors were chosen at the annual meeting of the association Tuesday night at the Portland hotel, the following being elected: H. E. Plummer, Paul Petri, Walter Hardwick, Walter Jenkins, Mrs. Jane Burns Albert, Mrs. E. C. Peets, Otto Wedemeyer, Warren Erwin, J. Ross Fargo, J. C. Boyer and Mrs. E. L. Thompson. Another member is yet to be elected.

After the business meeting Tuesday night followed a musical program and the presentation of a beautiful silver vase to Mrs. Thompson for her splendid work in connection with the production of the opera, "The Elxir of Love," April 24 and 25, at the auditorium.

## Men Are Blamed for Failure to Raise More Home Funds

"The men of the city have fallen down shamefully in this drive and that is the reason the returns tonight are so small," declared J. C. English at a meeting of the colonels and workers in the \$100,000 drive for the Jeanne d'Arc residence hall for girls. This sentiment was reiterated in speeches by F. J. Finn, M. J. Sweeney, F. J. Lonergan, John N. Casey, John Mann, Coe A. McKenna and others.

That the women have worked faithfully and effectively is shown by the returns from the residence district, to which the solicitation thus far has been largely restricted. The largest prospects have been largely left to the men.

The outcome of the meeting was a decision to send the colonels and lieutenant colonels forth Monday morning after "big game," and the women will continue their work of soliciting in the residence district and in the industrial plants. A group of men who have pledged themselves to raise \$1000 each reported progress.

## 90-Day Sentence of Chinese Suspended

A suspended jail sentence of 90 days was given Saturday to Louis Chung by Municipal Judge Roseman when the Chinese was found guilty of having opium in his possession. He was arrested at 107 1/2 North Fourth street by Officers Miller and Fair, who say they found cards of opium in Chung's pockets.

the higher-ups in this war did their bit all the way," said Mr. Owen. "No work was too little for the skilled officials to tackle, and when work was to be done, they rolled up their sleeves and went at it regardless of personal inconvenience."

"With wounded men arriving from the field of battle in large numbers all connected with the base hospital had to pitch in to their utmost. As high as eight operating tables were going all the time when one of these drives was on."

Mr. Owen was overseas 10 months.

## War Aviator Will Tell Experiences To Bible Students

Lieutenant Howard C. French, observation officer in United States air service, will talk of war experience to the men of H. C. Ewing's Bible class Sunday at 12:15. Lieutenant French flew over the Argonne forest for six weeks and succeeded in bringing down a number of German planes. He is the man who located the "lost" battalion.

Dr. John H. Boyd will preach this morning and evening. The next meeting of the Portland Presbytery will be on June 10 in the Fulton Presbyterian church. The committee appointed to wait upon the presbytery and request the release of Dr. Boyd, so he may assume the chair of homiletics at the McCormick Theological Seminary in Chicago are A. S. Fattullo, F. I. Fuller and John P. Bradley. Dr. Boyd has been with the First Presbyterian church for eight years. He expects to leave for the East about July 15. The fall term at the seminary opens about September 10. It is probable that Dr. Boyd will motor East shortly after he is released from his pulpit.

## Mrs. Alvira Harris Of Lebanon Passes

Lebanon, May 24.—Mrs. Alvira Harris, known as "grandma," mother of Mrs. Alice Knepper, died Friday evening of blood poisoning. She was 90 years old and had lived here for 30 years. Funeral services will be held Sunday morning at 10 o'clock at Nye cemetery.

## HOSPITAL STAFFS AT WORK FOR 36 HOURS WITHOUT ANY SLEEP

To work 36 hours at a stretch without a wink of sleep was one of the obligations of army surgeons and their entire working staffs during one of the big drives, when the wounded were pouring into the base hospital in convoys of 200 and 300 at a time, according to William T. Owen, sergeant first class, of base hospital 46, who has just returned from overseas duty. Owen will remain in Portland and take charge of The Journal barbershop about June 1.

While in France Owen was under Major Thomas Joyce, as sergeant in charge of surgery. He also visited the field hospitals a number of times. "My observation convinces me that

War Aviator Will Tell Experiences To Bible Students

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# \$200,000 IS ASKED FOR FIRE STATIONS TO REPLACE SHACKS

### Present Structures insanitary and Unightly and a Menace to Nearby Structures, Is Word.

Two hundred thousand dollars to provide for replacement of old fire stations by new structures and rebuilding of two slips for fireboats is asked in the fifth measure on the reconstruction ballot to be presented to the voters of Portland at the special city election on June 3. Commissioner Bigelow, father of the measure, declares that many of the present buildings are firetraps in themselves, and that more substantial and pleasing structures are essential at this time. No acquisition of property is necessary, inasmuch as the new stations are to be erected on land occupied by the present buildings. Slips for fireboats and houses for crews will be erected on municipal property at a cost of \$50,000 for all under the plans of Commissioner Bigelow.

### ARGUMENTS PRESENTED

Data on the proposed buildings and arguments as presented by the commissioner follows:

Engine No. 1, located on Fourth street between Yamhill and Morrison streets, estimated cost \$40,000. This is to take the place of the building that was constructed in 1890, which is in an insanitary condition and not fit for habitation. Engine No. 3, Sixteenth and Washington streets. Replaces building that was built in 1884. Estimated cost \$18,000. This building is in a location that is very prominent, and is anything but a credit to the city of Portland.

Engine No. 5, at Front and Gibbs streets. Present building was built in 1890, and is poor, insanitary and en-

tirely unsuited to the needs of the department. Estimated cost of new structure, \$12,000. Engine No. 6, Twenty-second and Nicolai. Was built in 1900 and is located on leased ground, for which the city pays \$15 per month rent. The city owns a lot more suitable within about 15 blocks. This building is in a dilapidated condition, insanitary, and not fit for human habitation. Estimated cost to replace same on city's property, \$12,000. COSTS ARE LOW Engine No. 7, located at East Third and East Pine streets. Was built several years before the construction in 1892, is an old building, not modern, is insanitary, and the location was condemned about two years ago by engineers sent here by fire underwriters. Estimated cost of new building for this location, \$20,000. Engine No. 8, located on Macadam road near furniture factories. Built in 1906—cheap, ramshackle affair. Estimated cost of permanent building, \$12,000. Engine No. 12, located on East Twenty-eighth near East Davis street. Built in 1906—cheap building, and not a credit to the neighborhood in which it is located. Estimated cost of new building, \$12,000. Engine No. 14, located at Union avenue near Weigand. Was built in 1894. Entirely out of date, and should be removed. Estimated cost of new permanent house, \$12,000. Engine No. 20, located in Sellwood. Built in 1890, was a cheap construction, insanitary, and not entirely safe condition. Estimated cost of permanent building in this district, \$13,000. Fireboat No. 1, foot of East Washington street. Built in 1904. Dock is dilapidated, the house is not substantial and not safe for the men. It is estimated that \$25,000 is required for permanent up-to-date quarters. Fireboat No. 2. This is anchored alongside of a temporary shack, on property owned by the O. W. B. S. company, on which the city pays monthly rent. The new proposal for this fireboat provides for a dock, station house and slip, located just north of the Cornfoot Shipyard plant emfnywppu Cornfoot shipbuilding plant, on property that is owned by the city. Estimated cost of permanent construction, \$25,000.

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