

NORTH PORTLAND FIRMS PETITION FOR HARBOR WORK

Representing that 31 manufacturing enterprises with business transactions aggregating annually \$125,000,000, could add 1350 workers to 2900 now employed, by the deepening of North Portland harbor, a petition was filed with the Port of Portland commission today urging the improvement.

Many of these plants represented on the petition desire to extend business to the Orient, Alaska, South America and Europe, but are handicapped on account of the fact that the North Portland harbor has been allowed to shoal to 15 feet in some places.

Three years ago the legislature added Columbia and Oregon sloughs to the Port of Portland district. Later the Port of Portland commission announced its intention to dredge out a uniform channel depth of 25 feet. Nothing, however, has been done.

Some of the statements accompanying the petition show definitely the advantage to be gained by the harbor improvement petitioned.

ARGUMENTS ARE PRESENTED

The undersigned manufacturers and business concerns located on and adjacent to North Portland harbor, hereby respectfully petition your honorable body to so improve said harbor as to make it accessible to deep sea vessels, in order that the industries here capable of doing so may, without costly re-handling and reshipping, enter their products in the world markets, thereby enabling them to enlarge their enterprises, gain new business for Portland and furnish employment to increased numbers of citizens.

The Aladdin Company—We normally employ 275 to 300 men with present equipment. With proper harbor development could send out two or three cargoes of lumber per month, to our eastern plants exclusive of export business, and enlarge our payroll accordingly.—W. J. Sovereign, president.

Monarch Lumber Company—We employ 175 to 200 men now, but with harbor improvements permitting operating deep sea vessels to call, we could expand by adding off-shore business and employ 600 or more men.—Lester W. David, president.

North Portland Box Company—We normally employ 275 to 280 men. Deep water facilities would permit our entering the export business, enabling us to increase our payroll approximately 100 per cent.—F. N. Beeson, manager.

Swift & Co.—Deep water in North Portland harbor would be helpful in developing our export business. Deep water would make it possible to expand our plant to handle Oriental pine to be used by Swift & Co. throughout the United States. This would add several hundred men to our payroll.—B. C. Darrah, manager.

Bede Lumber Company—We are now building a box factory on this harbor to supply boxes to special interests. With deep water facilities we could expand to supply offshore require-

ments, and box experts inform me 50,000 tons of offshore demand for boxes will have to go unfilled this year. A. B. Frame, president.

Portland Piled Wool Company—We are about to start the Piled Wool company at Kenton, which will hire in the neighborhood of 50 men, and we are very anxious to have cheap water transportation, as we expect to handle a large volume of Australian pelts. We would appreciate the early improvement of the North Portland harbor.—J. V. Burke, vice president.

Sterrett Packing Company—We are about to build a new packing plant adjacent to North Portland harbor. Activities we could and would undertake with deep water at hand are not inviting with the nearest channel in the Willamette. Our new plant will employ about 100 people, and more if we have deep water.—J. L. Sterrett, president.

National Tank & Pipe Company—We employ about 100 men and would like to see North Portland harbor developed.—F. M. Kirsch, manager.

Columbia Bush Wool Warehouse Company—By E. F. Roy.

West Coast Box & Lumber Company—Export business offers us excellent opportunities, but we are unable to take advantage of same because too far to transport to the Willamette. We employ 45 men. With deep water in North Portland harbor, could increase to 125 men.—J. B. Knapp, sales manager.

Pacific Products Company—We should have deep water now. Seventy-five per cent of raw materials needed by us could be brought to our plant by deep-sea vessels at material savings in freight, and this saving we could pass on to the consumer.—Julius Dosache, president.

Murphy Timber Company—Enough offshore business is offered our mill on North Portland harbor to employ 150 men in two shifts, but owing to inability to bring in deep-sea vessels we have to keep down to one shift of 75 men. We have sent timbers and ties in rafts and by rail around to the Willamette for ocean shipping, but these methods are too awkward and costly.—Percy Allen, vice president and manager.

Moore Dry Kiln Company—Under full capacity we will employ from 20 to 25 men, and harbor development would be of advantage to us.—Charles J. Williams, Jr., vice president.

Western Waxed Paper Company—We employ 35 to 40 men, and harbor development would be a distinct advantage to us.—F. A. McDonald, vice president.

Portland Union Stockyards—The development of North Portland as a livestock and meat packing center will depend largely on natural increase in meat eating population of the Northwest and extension of shipments of meat products to eastern coast and foreign countries by water.—George A. Pierson, president.

Portland Stove Works—The development of North Portland harbor will allow us to develop export business and also receive our heavy tonnage of iron and steel and raw material by water, thereby relieving the railroads at this time of acute car shortage. We employ from 100 to 125 men.—Ralph T. Montag, manager.

Coast Culvert & Flume Company—At the present time we are employing about 75 men. We anticipate increasing our factory facilities to about 140 and enter the export business. Development of the North Portland harbor will be very advantageous to us in both receiving and shipping.—John S. Beall, president.

Nicola Door Manufacturing Company—We are at present giving steady employment to 175 men and women. Up to this time we have marketed our product in this country and throughout

the United States. We are now figuring on foreign business and should this develop, we naturally would be interested in seeing the North Portland harbor put in condition so that we could handle this export business through that channel.—Harry T. Nicola, president.

Porter-Scarpelli Macaroni Company—We employ 15 persons now and are planning expansion of our business.—John Scarpelli, president.

Union Bridge Company—Our payroll covers approximately 200 men.—G. R. Edwards.

Wilkinson Lumber Company—L. C. Wilkinson, president and manager.

Bank of Kenton—J. V. Burke, Cashier.

Schleser Bros. Packers—E. E. Schleser.

Livestock State Bank—E. F. Sims.

Portland Cattle Loan Company—F. G. White.

Millmade Construction Company—W. B. Knauer, president.

Continental Pipe Manufacturing Company—We employ from 40 to 50 men. It would be helpful to us to have North Portland harbor opened.—F. M. Kirsch, L. B. Menefee Lumber Company—S. C. Tevis, vice president.

Oregon Packing Company—R. D. Fontana, president.

Western Spar Company—H. B. Murphy, president.

Durable Roofing Company—J. A. Barbour, president.

Falling Timber Injures Worker—Struck by a heavy timber while loading a ship Monday at the Northern

Pacific Lumber company's dock, Peter Nelson, aged 37, is at St. Vincent's hospital suffering from a broken leg, and a badly injured back. Nelson is a longshoreman and lives at 1078 East Twenty-fifth street north.

Anti-Military Plank Desired—Chicago, June 8.—(U. P.)—The Kansas delegation, in its caucus, passed a resolution urging the platform committee to include a plank against compulsory military training at this time.

Sorority Members Coming—Twenty-five members of the Mu Phi Epsilon sorority en route from Chicago to the University of Oregon at Eugene, will arrive in Portland Wednesday morning.

Vogler May Head Democratic County Central Committee

Fred W. Vogler is being groomed as the "dark horse" for election as chairman of the Multnomah Democratic county central committee when that body meets Thursday, June 10, for organization and election of permanent officers for the coming two years. Walter B. Gleason is being mentioned as the probable secretary.

Vogler is a well known business man of the city, having been engaged in the automobile business for several years.

He has never held office, either public or in the party organization, prior to this time and has not been entangled in the factional disturbances which blossomed into prominence during the recent campaign.

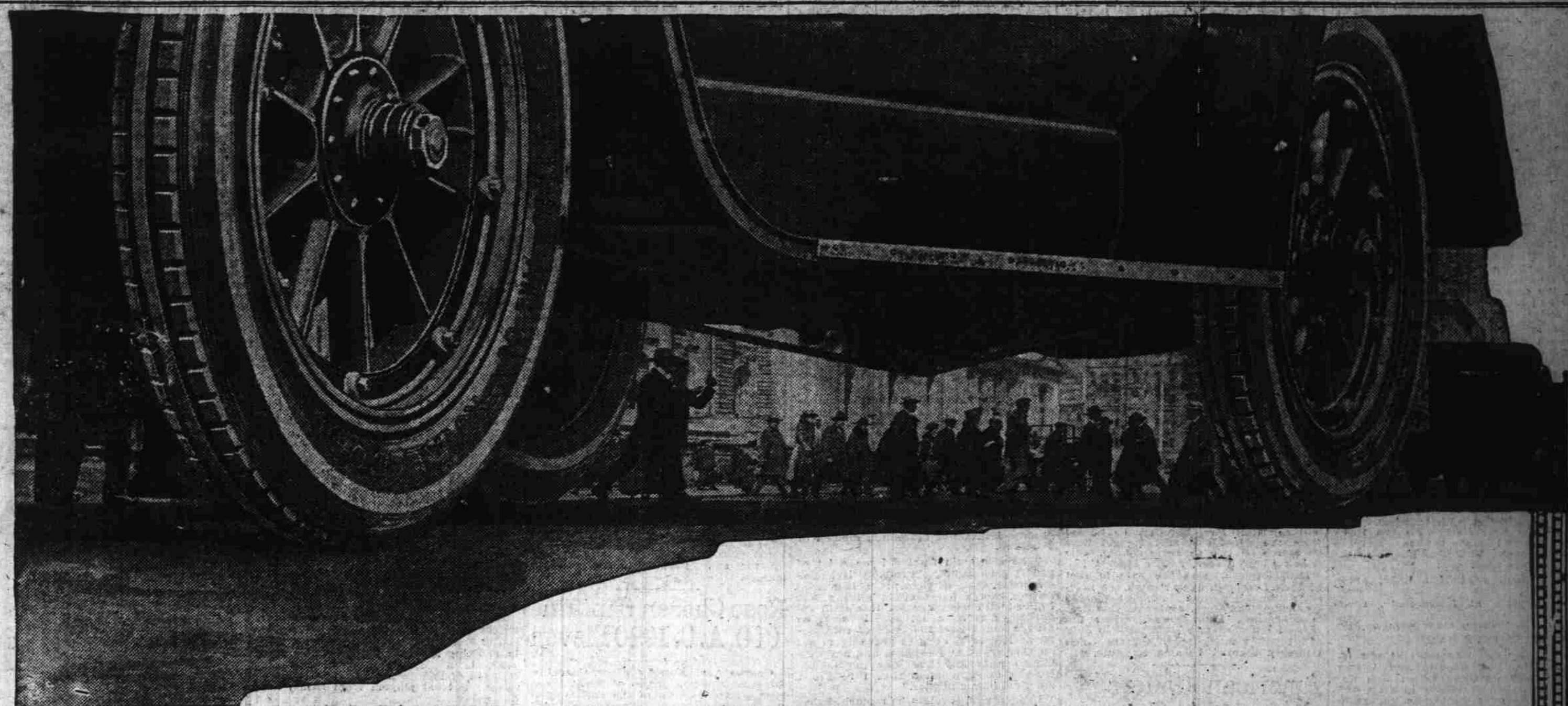
Gleason is a prominent member of the Multnomah county bar and was a candidate for delegate to the national convention in the recent primary election. The committee has been called to meet June 10 as a result of a request issued by Dr. C. J. Smith, state chairman, who has set the organization meeting of the newly elected state central committee for June 10, a week from the coming Saturday.

S. P. Issues Booklet—Descriptive of Oregon's beach, mountain and forest resorts and outdoor life.

In general in this state, the Southern Pacific company has issued a booklet entitled "Oregon Outdoors." This is the first booklet issued on Oregon by any of the railroads serving this district since the resumption of private control. The booklet is a thorough treatise on fishing and hunting grounds and pleasure resorts, mostly in Western Oregon.

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Millions of Dollars for Uniformity

LISTEN sometime when motorists are talking about their tire records.

You will hear as many varied experiences as there are men to tell them.

Some dealers offer the tire user an allowance to "square" the tire that didn't come through.

But car owners are beginning to look upon allowances as a symptom of something wrong rather than a remedy.

In 1903 one of the factories of the United States Rubber Company laid the foundation for saving millions of dollars annually to car owners by building

the first automobile cord tire ever made in America.

From then on it took to itself a heavier responsibility measured both in money and judgment than the tire world had put upon anybody.

First in building the cord tire the United States Rubber Company was likewise first—and alone—in bringing to its manufacture a *uniformity standard that takes every U. S. Royal Cord out of the limited mileage class.*

The United States Rubber Company operates the *only cord fabric mill*, owned by any tire manu-

facturer anywhere—designed, built and equipped by this company for the spinning and weaving of cord tire fabric, and for nothing else.

It is the only maker of tires that produces its own plantation rubber in adequate quantities—rubber *identical in quality pound after pound.*

The cord principle is the greatest of all fundamental tire economies.

Today anybody can make cord tires. But having the cord idea and *delivering the physical service* of that idea are two entirely different things.

U. S. Royal Cord Tires

United States Rubber Company

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Kerr Mason Jar Seal with a gold enamel lid. To open the jar you puncture the lid. Don't think this is costly or wasteful. The lids cost but little more than ordinary rubber rings. The Kerr screw band for Mason jars corresponds to the zinc top of other jars. The Kerr band can be used year after year—it does not corrode. Kerr Mason caps seal all Mason jars, and are cheaper than the old style caps and rubber rings.

Kerr Mason JARS and CAPS
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Keep All Fruits Perfectly Without Sugar

Can now without. — Sweeten as used and after the price goes down. Fruits are kept perfectly in all Kerr Jars—either Kerr Mason, Kerr Wide-mouth Mason or Kerr Economy, because they seal air tight, a fruit is scarce, can more vegetables; for home canning is thrift. Write to us for Free Recipe Book. Your dealer has genuine Kerr Jars and Caps or can get them.

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