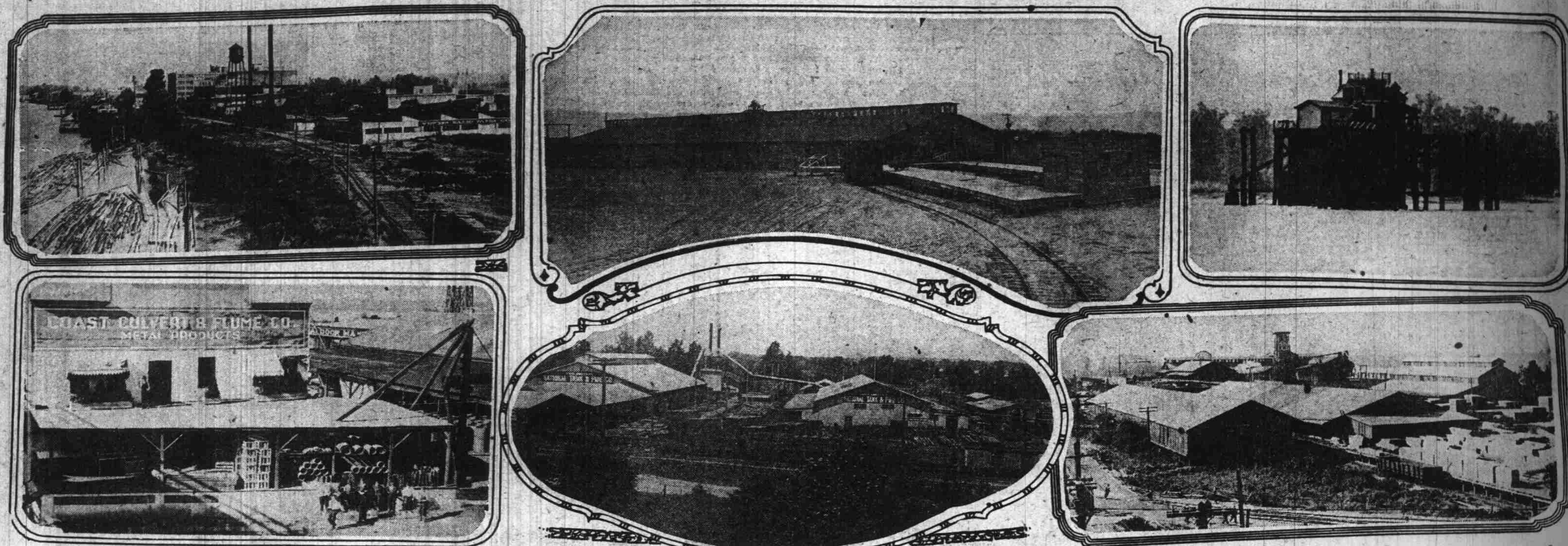


INDUSTRIES OF NORTH PORTLAND DISTRICT THAT ARE UNITED FOR CHANNEL



Above, left to right—North Portland harbor and group of industries along it that include Western Waxed Paper company, Swift & Co. packing plant, Menefee Shingle Mill, Bede Lumber company box factory, Portland Union Stockyards, the Aladdin company plant. Below, left to right—Coast Culvert & Flume company, National Tank & Pipe company, Monarch Lumber mill.

NORTH PORTLAND HARBOR PROJECT BENEFITS SEEN

Factory Heads Heartily in Accord With Plan to Deepen Waters for Admission of Ships.

"Deep water in North Portland harbor and increase our business from 100 to 200 per cent," is the cry of the 31 manufacturing enterprises adjacent to that body of water in a united effort to induce the Port of Portland to dredge the channel to a sufficient depth to accommodate deep water craft.

"Hello Chicomun" (Chinook for "no money") is the status of Frank M. Warren, chairman of the Port of Portland commission.

At a conference between representatives of the manufacturers, Alfred A. Aya, manager of the Peninsula Industrial district, members of the Port of Portland, and Colonel J. R. Slattery, held in the office of the United States engineers in the Customs building on August 3, the harbor lines were definitely fixed. Thorough harmony at the meeting facilitated matters and a cumbersome delay obviated.

MONEY IS NEEDED
At that meeting the opinion was advanced that the present port commission was bound to carry out the provisions of a resolution adopted by the board in 1917. At that time the Port of Portland took upon its shoulders the responsibility of removing a few of the lumps which bar deep water craft from entering. Nothing has been done and the present board cannot spend the money.

With the exception of a shoal at the lower end of Hayden island, one off the Willamette river light, on which a dredge is working, and three smaller ones in the harbor proper there is deep water enough to handle a battleship. The new lines established give a width of 600 feet at the Interstate bridge and 800 feet at the lower end of Hayden island. The estimated cost of improvement, including the construction of 10 wing dams was \$2,000,000. Estimate furnished by W. G. Brown and concurred in by the government and port engineers.

TO INCREASE PAYROLL
In discussing the increase in the payroll and the volume of business which will result from the removal of the shoals, Alfred A. Aya said:

"Extensive manufacturing interests in North Portland are adding much to the wealth of Portland and the volume of export business. Deep water is necessary and a few shoals are the obstacles. The 31 concerns which have petitioned the Port of Portland to hasten the improvement of this harbor do a total business of over \$125,000,000 a year. Some of these firms could increase what is now a very substantial annual business by from 100 to 200 per cent if the harbor were improved so as to admit deep-sea vessels. That would add materially to Portland's payroll and her raw material purchases."

"Take the instance cited before Colonel Slattery of the big Monarch mill, which is now confined to the market reached only by rail, and therefore operates only one side of the mill with a single shift of from 175 to 200 men and a payroll of about \$28,000 a month. Improvement of the harbor would permit the mill to enter the offshore business, enabling it to cut up to \$60,000 per day, with a payroll of about \$80,000 a month and a loss bill of about \$300,000 a month."

LOSS IS HEAVY
The loss of one month's lag bill to the timbermen of the Columbia would more than pay for the entire cost of improving North Portland harbor, according to engineers' estimates. Keeping this much money out of circulation each month also affects our retailers and jobbers."

A. A. Patterson, manager of the Aladdin company, states:
"We are receiving inquiries from all parts of the world for our readjusted houses. Relying on the Port of Portland to improve the North Portland harbor at

an early date we have formed connections with a number of large exporters on the Pacific coast to push our products in foreign countries. We are located at the very door of the lumber producing country of the world and there is practically no limit to our possibilities for expansion provided we can get our product on board ship without the costly process of rehandling and shipping to the Willamette. We are equipped to employ 300 men and turn out about \$2,000,000 a year. We have space and plans for two more units like the one now constructed. The Pacific coast demand will not warrant the additional construction. The big outlook is in foreign business and to enter that trade we need a harbor near our plant."

STOCK YARD NEEDS
George A. Pierson, president of the Portland Union Stock yards, gives the volume of the annual business at \$38,000,000. "With refrigerator ships brought into the harbor at North Portland where are large cold storage facilities and right at the place of killing the cost of loading would be reduced to a minimum. This would enable Portland to compete with Kansas City and the Middle West for Atlantic coast and European trade."

Adjacent but not directly on the harbor the Coast Culvert and Flume company is greatly interested in the development work there. At the present time John S. Beall, president, is employing 75 men and doing a business of \$500,000 annually. It is his intention to double the capacity of the plant and to enter the export business. To that end he is vociferously shouting "deep water."

All manufacturers are pulling together and deep water and double the volume of business is the war cry.

Oldest American to Enlist in World War Will Be 80 Monday

Washington, Aug. 13.—Adolph Louis Lowe of Lynnhaven, Va., who will be 80 years old next Monday, was the oldest enlisted man in American service during the world war. It was said today at the bureau of war risk insurance.

Lowe was born in Germany. His first American service was in the Civil war, when he was a seaman in the United States navy, serving from March, 1861, to July, 1865.

Lowe was 76 when he enlisted as a carpenter's mate, second class, United States navy, at Norfolk, Va., on March 5, 1917. This was 33 days before war was declared.

"When war between the United States and Germany was imminent in March, 1917, and I saw in a store window a chromo-lithograph of the 'Spirit of 1776,' grandfather, father and son, I concluded I could serve my country as well as that grandfather of the Revolutionary days, especially as I was still a young man of 76," Lowe said in a letter received recently by war risk insurance officials.

"I was found O. K. by the doctor at the recruiting office. Before many months I had two six foot grandsons serving respectively in the United States navy and United States army and one son, Lieutenant Otto W. Lowe, who, when last heard from, was a prisoner of war, taken by the Bolsheviks at Irkutsk, Siberia."

Austria Has Effective Boycott on Hungary

Paris, Aug. 14.—(U.S.)—The economic boycott against Hungary is now 100 per cent effective. All railroad communications between Vienna and Budapest are severed. The last train to pass the boycott frontiers was an American Red Cross relief special loaded with condensed milk, fats and children's clothing for Hungarian hospitals. The boycott was recently called by the labor extremists of Austria. It is aimed against the reactionary elements in Hungary, who succeeded to power following the downfall of the communist regime under Bela Kun.

Building Ships Fast
Ottawa, Ontario, Aug. 14.—Such satisfaction is being made with the construction of Canada's mercantile fleet that it is believed in government circles that the whole fleet of 83 vessels will be in commission by March 31 next year. Up to the present 33 vessels have been completed and good headway is being made on the rest of the ships.

DOYLE DECLARES HE HEARD 'SPIRIT' HAND OF HIS SON

Phenomena Are Discussed in Interview in Which It Is Stated the Spirit Was Also Heard.

(Sir) Conan Doyle recently made the announcement to a meeting in London that he had "talked with the dead face to face." He did not simply say that he had seen the dead face of his son, but that he had heard the spirit voice of his son.

By Nina Bancroft

London, Aug. 10.—(Delayed.)—When Sir Conan Doyle recently declared he had talked with the dead "face to face," he meant it literally, he says, but—

He didn't see the "material body." He illustrated what he meant by telling of a conversation with his dead son, during which he held the spirit hand and knew further by the sound of the spirit voice that his son was immediately before him.

"My boy put his big strong hand over mine like this," said Dr. Doyle, as his eyes lighted and he clasped one hand firmly over the other. "Then he asked, tenderly, 'Father, is my hand cold?'"

"I replied that it was not. That it was quite warm. 'Well,' he laughed in response, 'well, that comes from you.'"

MEANING LITERAL

"When I say I have talked with the dead face to face you may take the words perfectly literally, but this does not mean that I saw the material body. It is impossible because when dealing with spirits lights are as prejudicial in all phenomena dealing with materialization as they are to the development of a photographic plate."

"However, let us take a single example drawn from a seance in Wales under unpaid mediumship. The voice of Evan Powell, my personal friend, called out from the darkened room my family's pet name for my brother, who inquired regarding the health of his widow, a Danish lady in Copenhagen. I told him she was broken hearted. He advised me to have her consult a name which I had never heard before, but memorized. Later I wrote a Danish friend who knew such a person and who replied that the person was just the one who would be able to give the lady psychic advice."

FOREIGN TONGUES

Doyle then turned to a discussion of the use by some mediums, in a seance, of a language not normally unfamiliar.

"The mastery of foreign tongues may be the result of some subnormal faculty, though one medium I knew conversed fluently in several languages with which she was normally unfamiliar. I was present once when a man tried to outwit her by speaking Croatian, but she replied with perfect ease."

Discussing the attitude of the Lambeth conference of bishops now in session, Dr. Doyle said: "It does not matter whether the conference recognizes spiritualism or not, it is here. In fact, spiritualists rather feared to have the bishops take up spiritualism because it does not belong to any special religious sect. It is the rightful position of all humanity."

USE DIFFERENT REALMS

I asked him if spirits, like mortals, divide their time into day and night. After hesitating a moment, he said: "There are different spiritual spheres. Some spirits, more earthbound, think and feel much the same as ourselves. I believe, but gradual purification enables them to soar into higher realms. I have spoken to spirits from various heights who seem to have various modes of living."

"When humans die, do their spirits remain around this earthly sphere or gradually mingle with the whole universe, including other planets?" I asked him next.

In reply Dr. Doyle said he believed

eventually spirits were able to throw off all earthly matters, "but this has not yet been proved to my satisfaction. I am conservative when approaching such questions, stating only as definite facts what I know. At present I regard the spirits as 'concentric' revolving around the earth."

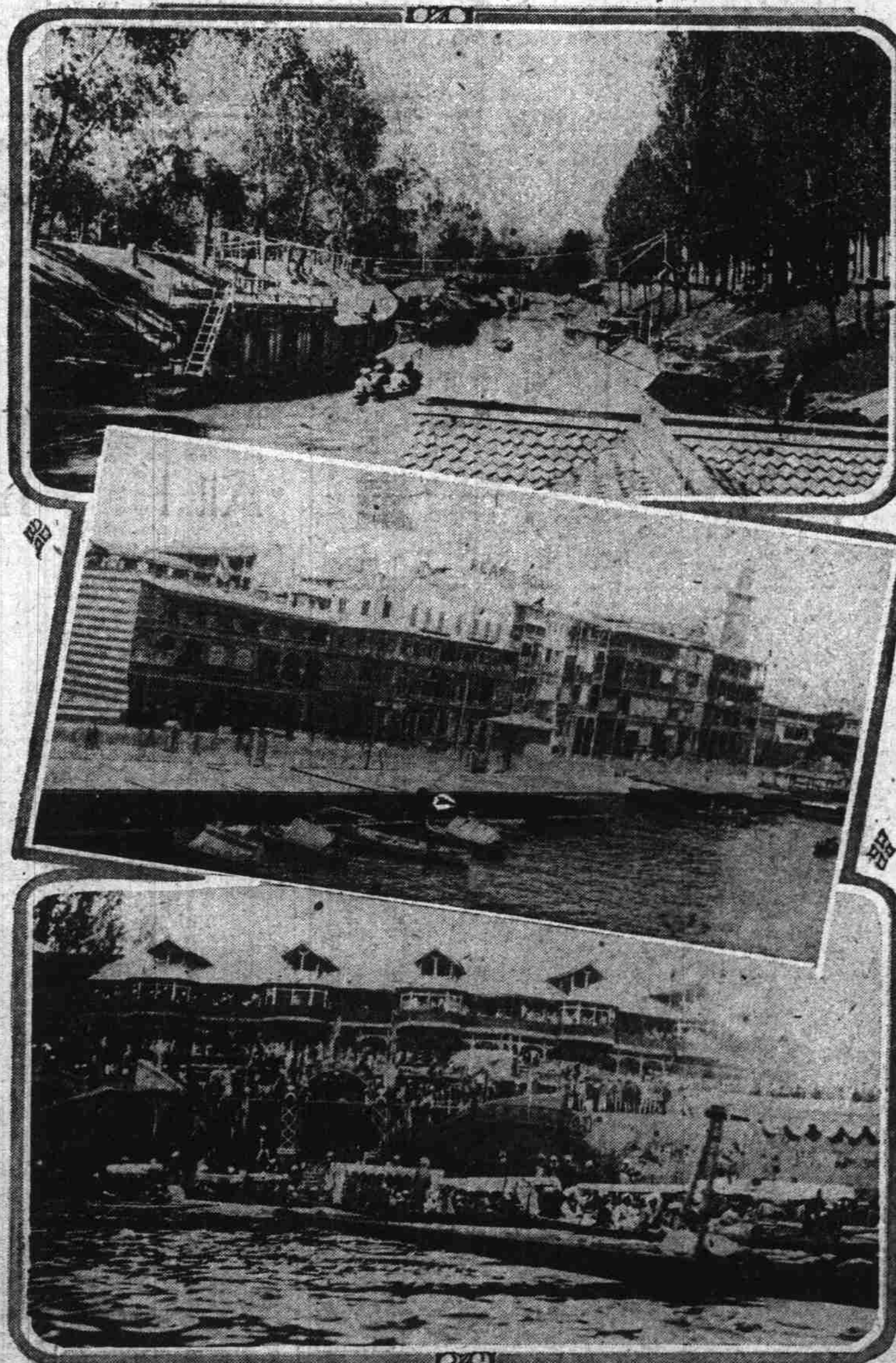
Believing that skepticism is gradually disappearing and that spiritualism eventually will become a universal belief, Doyle says he is determined to "follow my mission and carry on this message of truth and comfort."

Accompanied by his family he is voy-

aging soon to Australia and New Zealand at his own expense, to lecture.

"I shall be financially ruined when I am finished," he said in closing. "But the mission is worth it, and my boy, who died in the war, is accompanying me. I spoke to him last night and he promised to follow and assist me."

VIEWS TAKEN IN NEAR AND FAR EAST



Above—Srinagar, Kashmir, "Doonga," houseboats on the canal. Most Europeans live in the houseboats during the summer. Center—The canal front at Port Said. Below—Srinagar, Kashmir, welcoming the maharajah to his capital, May, 1920.

VISIT IS MADE TO REMOTE INDIA BY PORTLAND MAN

W. T. Nightingale Writes of Trip He Has Just Made to Kashmir, in Interior of India.

An interesting account of India, its life and its people, as well as various cities en route, is given by William T. Nightingale, son of Mr. and Mrs. C. S. Nightingale, 1092 Wilson street, who left Portland last January to become an oil geologist for the Whitehall Petroleum Corporation, Limited, of London, in a letter to Earl R. Goodwin of The Journal.

Nightingale first visited England, where he absorbed all the historic atmosphere of Hampton court, Kew gardens and other spots and made trips into Cardiff, South Wales, and the old Surrey hills, besides attending the annual Oxford-Cambridge boat race. On April 1 he sailed for India.

"At Port Said," writes Nightingale, "the shores of old Egypt were secured our first introduction to the sort of thing which was to come. The scene on entering the harbor in the rosy glow of early morning was quite deceptive in the light of what followed. The buildings along the waterfront are easily the finest of the town and if one did not go ashore he would imagine Port Said to be a good looking and fairly clean place. However, a trip into the native quarters forever settles that, and the town is exposed in its true light. Not that it is really exceptionally dirty, more noisy, or very smelly as compared to most cities of the Far East, or as judged by eastern standards. But as viewed and smelled by a westerner for the first time it easily earns the title of 'City of a Thousand Evil Smells.' The city itself is divided into two sections, the Moslem section and the Christian section. Between the two the British military has drawn a strict line and no British troops are allowed to cross that line into the native quarter."

LIKE TREMENDOUS DITCH

"The Suez canal itself impresses one as a tremendous ditch involving a terrific amount of labor, rather than a great engineering feat like the Panama canal. But one cannot help but admire the men who put it through in spite of the heat, which is the worst of it. The canal is the most interesting sight on the canal is the remains of Camp Kantara, General Allenby's base of supplies for the advance on Jerusalem."

"Then comes the Red sea and Indian ocean, hot during the day, but beautiful at night. One must see the starry heavens of the Indian ocean to realize what a thing of beauty a night sky may become."

"But an end must come to every journey, and Bombay, India, was the end of mine. Here a like Taj Mahal hotel, which is to India what Shepard's in Cairo is to Egypt, I bade good-bye to many of my boat acquaintances. Then I turned my attention to Bombay itself."

"To see Bombay is in itself worth the trip. Like so many eastern cities, especially port cities, Bombay is a curious combination of East and West. One part of the town is built up with magnificent buildings and wide parks which would do credit to any American city. Another part, the native quarter, is a squalid, dirty, smelly and ramshackle. So it is with the inhabitants, some are garbed in gorgeous silks, others have scarcely a loin cloth. In the streets Moslem fezes mix with Hindu turbans and Arab burnous with Parsi mitres. Cosmopolitan indeed are the people of Bombay!"

PECULIAR RELIGIOUS RITES

"Bombay is also the home of the Parsis. These people, adherents of the Zoroastrian faith, driven from Persia by religious persecution and took refuge in Bombay when it was governed by the old East India company. Here they have set up their worship of three elements, earth, fire and water, and every afternoon as the sun sinks behind Malabar hill, dozens of Parsis may be seen on the beach facing the sun and praying to it. On Malabar hill they have erected the 'Towers of Silence,'

burial towers in which they place their dead on iron gratings and, in accordance with their ancient custom, allow vultures to pick the bones. On the walls surrounding the towers may always be seen dozens of vultures grimly waiting for the next course.

"The most trying thing in Bombay in May is the heat. The few weeks preceding the breaking of the summer monsoon are extremely warm, so I was not sorry when I found that I was to proceed to Kashmir, into the famous Vale of Kashmir, one of the prettiest playgrounds of India."

NORTH OF INDIA

"To get to Kashmir involves considerable traveling, even according to American standards, for India is a large country, and Kashmir is entirely north of India. From Bombay north to Delhi, the capital of India, to Lahore, famous in Indian history, then to Rawalpindi, a base for British troops operating on the Afghanistan frontier, means about 1500 miles over the hot plains of Western India, and believe me it's a warm journey in the month of May. At Rawalpindi the railroad in left behind, for that sort of travel has never penetrated Kashmir. However, a very good motor road leads to Murree, a summer town built on a hill 8000 feet high. The Murree road is only 15 miles long and climbs most of its 8000 feet in the last 10 miles, so you have no trouble at all in discovering the fact that you are climbing. I really should say though that the Indian motor drivers are very clever at it, and handle their machines like New York taxi drivers."

"From Murree to Srinagar, the capital of Kashmir, is about 175 miles. The motor road runs along the Jhelum river for almost the entire distance, and such scenery is revealed as one expects to see but seldom in a lifetime. Trembling cliffs, deep chasms with the river rushing and swirling through, tremendous mountains, scores of them, perpetually snow-capped, and the steep banks of fleecy clouds clinging to them, make the trip long to be remembered. Finally Baramulla, the first town of any consequence on the road, is reached. From there into Srinagar a magnificent line of tall poplars borders the road on either side. This final stretch of road is 30 miles long and was planted over 300 years ago. It is a road worth the seeing."

"Srinagar is the first city of Kashmir and is as charming as Kashmir is an independent native state with its own maharajah. However, Britain maintains a resident agent there who keeps an eye on things. The capital has a population of some 125,000 people, made up in the winter months almost entirely of natives. In the summer possibly a thousand Europeans come in from all over the world to enjoy their vacations; for these people there are the mountains, hunting, fishing, marvelous scenery, the club, warlike polo, boating, riding, camping under ideal conditions, the shops with their beautiful carving and embroidery and other things too numerous to mention."

IN HEART OF HIMALAYAS

"The famous Vale of Kashmir has a total area of 1900 square miles and an elevation of 5200 feet above sea level. It lies in the midst of the Northwestern Himalayas, part of the highest mountain system on the earth; compared to these Himalayas even the Rockies are mere hills in height. Surrounding the valley are the great ranges Pir Panjal, Zaskar and Dhauladhar, with the Karakoram range to the north. These ranges hold peaks from 15,000 to 27,000 feet high, giants among the mountains of this earth."

"The history of Kashmir is the story of invasion, a series of conquests, and the securing of a living being comparatively easy in the rich valley, Kashmiri people that surrounding countries bred. Consequently the valley was continually being overrun by a more vigorous people, the Aryans, the Mohammedans, Sikh and others conquered and ruled during various periods, but all kept the native Kashmirian well under foot. To this day he has not fully recovered, but under modern rule his lot is rapidly being bettered."

GRADUATE OF LINCOLN

Nightingale expects to remain in the Upper valley, north of Kashmir, until September, when he will remove probably to Bengal. Before going abroad he was assistant state geologist for Wyoming. Nightingale is a graduate of Lincoln high school and the University of Washington. He was awarded the scholarship in geology at Columbia university in New York on his graduation. He is a member of the Phi Kappa Psi fraternity and of the American Legion.