

8 AUTOS BURNED IN SPECTACULAR MIDNIGHT FIRE

Spectacular flames swept through the two-story concrete building on the southeast corner of Park and Davis streets at midnight and destroyed garage and electric supplies, shop equipment, eight automobiles and damaged many other cars. The total damage, including that done to the building but not to automobiles stored by private owners, was in the neighborhood of \$20,000, according to Captain Fred W. Roberts, assistant fire marshal.

The fire penetrated to all sections of the building, which was occupied by three firms—the U. S. Electric company, the R. H. Huston service station and the W. C. Garbe Motor Car company. GARBES LOSSES HEAVILY

Garbe was the heaviest loser, eight automobiles in his garage being destroyed. Individual loss to the occupants, however, was comparatively light. The building recently was purchased by the Furber Electric company, for occupancy March 1, and the three present tenants already had begun to move equipment.

The fire started in the rear of the U. S. Electric company shop, presumably from apparatus used in recharging batteries. It was sucked up an air shaft of the roof where it spread and ate its way below.

It was during the spectacular flare on the roof that the firemen arrived. Many suffered minor facial cuts from falling glass.

TANK EXPLODES

An explosion of a gasoline tank rocked the building while fire fighters were inside, but no one was injured.

Damages to the building, was estimated at \$10,000 and to equipment of each of the tenants as follows: U. S. Electric company, \$1500; W. C. Garbe Motor Car company, \$1000; R. H. Huston Service station, \$250.

A. B. Buser is proprietor of the electric company. The building, until purchased by Furber, was owned by Louis Gertinger.

HIGHWAY NOW OPEN FROM END TO END

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than we encounter scores of times within the city limits.

With this exception—unless the county commission by next Sunday establishes traffic directors at each of the "longer drifts"—there will be unobstructed passage and delay. Turnouts have been made with fair frequency. But if a few thousand motorists yield to a winter's repressed desire to see Eagle creek, St. Peters dome and Cascade locks, the highway will be made impassable by a living blockade.

Monday's journey was made to tell Journal readers what the highway is like, open again.

HIGHWAY DAY PROPOSED

It was made in a quick-footed Buick—this conveys thanks to the Howard Automobile company—in company with George L. Rauch, president of the Ad club, which recently adopted resolutions protesting the tardy clearance of the highway, and W. P. Strandberg. The latter had an idea. He proposed a Columbia river highway day. He promised to organize Portland's desire for the free passage of the great scenic route that on one day 5000 Portlanders would take up picks and shovels and clear the highway full width.

Such an adventure will be unnecessary. The workers of Multnomah county and of the state highway commission on the Hood River side of the line are going back over the route, having cut the 10-foot strip, and are pushing the ice walls back.

There was no manifest haste about it,

but even at that a good deal was being done. Immediately following our official inspection came State Highway Engineer Herbert Nunn, in company with County Commissioner Rufus C. Holman, and the latter this morning was engaged in formulating an order by which the repair of the widening east of Multnomah falls and other breaks will be given to the state highway commission.

"I intend," he said, "to do everything in my power to see that the highway is kept open for uninterrupted traffic and cleared to full width as soon as possible." It is strikingly evident that the Columbia river highway penetrates to spots of marvelous beauty, but it also traverses the rim of some pretty raw nature.

SUPERVISION NEEDED

Having put the money of the county and the state into it, and having offered it to the delight of the world, public officials will sooner or later see that supervision of the highway, which means patrol and repair work, must be continuously maintained. The chief of Sandy river near the Automobile club, for instance, some rock riprap will be necessary in the immediate future, for that Missouri of Multnomah has fully determined to grab a whole block of pavement, and will accomplish its theft at the time of the spring freshet if not prevented.

From the high slopes of the gorge boulders loosed by frost and rain will be tumbling down. Traffic must be protected. But, aside from cautions and precautions, it is a very pleasant thing to be able by this medium to notify several million motorists to come on. The highway is open again.

TEXT OF MESSAGE ON SHIP SUBSIDY

(Continued From Page One)

"The recommendation of today is based wholly on this commendable intent of congress. The proposed aid of the government to its merchant marine is to have its chief source in the duties collected on imports.

Instead of applying the discriminating duty to the specific cargo and thus encouraging only the inbound shipment, I propose that we shall collect all import duties without discrimination between American and foreign bottoms, and apply the heretofore proposed reduction to create a fund for the government's aid to our merchant marine.

PLAN NO ENCOURAGEMENT

"By such a program we shall encourage not alone the carrying of inbound cargoes subject to our tariffs, but we shall strengthen American ships in the carrying of that greater export tonnage on which no duties are levied, and more important than these we shall equip our merchant marine to serve our east-bound commerce, which is the measure of our eminence in foreign trade.

"It is interesting to note, in connection with the heretofore proposed plan of discriminating tariffs on imports, that the total value of all dutiable imports for 1920, in all vessels, was \$1,935,365,000, while the cargoes admitted free of duty, on which no discrimination was possible, were valued at \$3,115,958,000.

TONNAGE COMPARISON

"The actual tonnage comparison is even more significant from the viewpoint of cargo carrying, because the dutiable cargoes measured, in round numbers, 10,700,000 tons and the non-dutiable cargoes were 55,000,000 tons. The larger employment, by two and a half times, was in nondutiable shipments.

"Continued trade must be reciprocal. We cannot long maintain trade where we don't buy. In the promotion of these exchanges we should have as much concern for the promotion of sales as for the facilitation of our purchases. There is not a record in all history of long maintained eminence in export trade, except as the exporting nations developed their own carrying capacity.

COMMERCE FASCINATES

"No story of national development is more fascinating or so full of romance as that of developing capacity for the exchanges of commerce. Expanding

civilization may be traced over the avenues of exchanging cargoes. No matter how materialistic it may sound nations have developed for themselves and have influenced the world almost as precisely as they have promoted their commerce. We need not refer to the armed conflicts which have been incident thereto.

"It will avail nothing to attempt even the briefest resume of our own efforts to reestablish American importance in commerce carrying on the high seas which was recorded in the earlier days of the republic. But the nationwide desire to restore our merchant marine has outlived all defeats and every costly failure.

RECALLS WAR DAYS

"Eight years ago the appropriation found expression in a movement to have the government sponsor an enterprise in which individual genius seemingly had failed. It would be difficult correctly to appraise the policy, because the World War put an end to all normal activities. We build madly, extravagantly, impractically, and yet miraculously, but we met a pressing need and performed a great service.

"A people indifferent to the vital necessity of a merchant marine to the national defense, ungrudgingly expended at five times the cost of normal construction and appropriated billions where millions had been denied before. We acquired vast tonnage. Some of it, much of it, is likely to be peace service of expanded commerce. Some of it, much of it, may be charged to the errors and extravagance of wartime anxiety and haste. The government in the completion of contracts which followed because such a course seemed best to those then charged with responsibility gave us something more than 15,000,000 gross tonnage, not counting the folly of the wood construction, at a total outlay of approximately \$3,500,000,000.

BUILT UP MARINE

"We thus became possessed of the vehicles of a great merchant marine. Not all of it was practical for use in the trans-oceanic trades; little of it was built for the speed which gives the coveted class to outstanding service. But there was vast tonnage for cargo service and the government in the exceptional call of commerce which immediately followed the war, sought the establishment of shipping lines in every direction calculated to enhance our foreign trade and further cement our friendly relations.

LACKED INITIATIVE

"The movement lacks in most cases that inherent essential to success which is found in individual initiative. It was rather a government experiment, where lines were stretched in high hope and little assurance, but the public treasury was to bear the burden. There was the mere suggestion of private enterprise, inasmuch as allocations and charters were made under which private management was to share in profits and private interests were paid to make the experiment, though the government was to bear all the losses. I forbear the detailed recital. The misadventure was so unfortunate that when the present administration came into responsibility the loss was large, and to the cost of failure was added the humiliation of ships being labelled in foreign ports.

COSTLY EXPERIENCE

"Today we are possessed of vast tonnage, large and very costly experience and the conviction of failure. It is fair to say that a mistaken policy was made more difficult by the unparalleled slump in shipping which came late in 1920 and prevailed throughout the year so recently closed. It was the inevitable result of the readjustments which follow a great war.

"But we have our ships, the second largest tonnage in the world, and we have the aspiration, ay, the determination, to establish a merchant marine commensurate with our commercial importance. Our problem is to turn the ships and our experience and aspirations into the effective development of an ocean going shipping service, without which there can be no assurance of maintained commercial eminence, without which any future conflict at arm's length will send us building again, wildly and extravagantly, when the proper concern for this necessary agency of commerce in peace will be our guaranty of defense in case that peace is disturbed.

SEEKS PRACTICAL SOLUTION

"Out of the history of making great merchant marines, and out of our own experience, we ought to find the practical solution. Shipping is no mere sectional interest than is agriculture or manufacturing. Not one of them can be prospered alone."

"What, then, is our problem? I bring to you the suggestions which have resulted from a comprehensive study, which are recommended to me by every member of the United States shipping board. It is a program of direct and indirect aid to shipping to be conducted by private enterprise. It is proposed to apply generally the benefits it was designed to derive from discriminating duties to all ships engaged in foreign commerce, while the direct aid to construction will challenge every charge of promoting special interest to public cost.

10 PER CENT OF DUTIES

"In lieu of discriminating duties on imports brought to us in American bottoms, it is proposed to take 10 per cent of all duties contained on imports brought to us in American or foreign bottoms, and create therefrom a merchant marine fund. To this fund shall be added the tonnage charges, taxes and fees imposed on vessels entering the ports of continental United States, also such sums as are payable to American vessels by the postoffice department for the transportation by mail of foreign mails, patents excepted.

"Out of this fund shall be paid the direct aid in the development and maintenance of an American merchant marine. The government shall contribute on one half of the cost for each gross ton of any vessel, regardless of speed, for each 100 miles traveled. When the speed is 18 knots or over, but less than 20 knots, it is a cent of cost gross ton shall be paid for 14 knots, three tenths of a cent; for 16 knots, five tenths; for 17 knots, seven tenths; for 18 knots, nine tenths; for 19 knots, 11 tenths; for 20 knots, 13 tenths shall be added to the basic rate. For 23 knots, the maximum is reached at 2.6 cents for each gross ton per 100 miles traveled.

"I will not attempt the details of requirements or limitations save to say that all vessels thus remunerated shall carry the United States mails, except parcel post, free of cost, and that all such remuneration must and shall be the owner of any vessel or vessels shall have derived a net operating income in excess of 10 per cent per annum on his actual investment and thereafter the owner shall pay 50 per cent of such excess earnings to the merchant marine fund until the full amount of subsidy previously reserved is returned to its source. In other words, it is proposed to encourage the shipping in foreign trade until the enterprise may earn 10 per cent on actual investment, whereupon the direct aid is to cease and the amount advanced is to be returned out of a division with the government of profits in excess of that 10 per cent. The provision makes impossible the enrichment of any special interest at public expense, puts an end to the government assumption of all losses, and leaves to private enterprise the prospective profits of successful management.

COST FOR FIRST YEAR

"The cost of such a program probably will reach \$15,000,000 the first year, estimated on the largest possibilities of the present fleet. With larger reimbursement of high speed vessels and the enlargement of the merchant marine to a capacity comparable with our commerce, the total outlay may reach the limits of \$20,000,000, but it is confidently believed that the scale may be met in the year after it is turned, until the larger reimbursements are restored to the treasury. Even if we accept the extreme possibility, we shall expend the maximum and no return will ever be made, which is to confess our inability to establish an American merchant marine, the expenditure will be vastly preferable to the present situation of dependence on our competitors for the delivery of our products.

TO SUPERSEDE PLAN

"The proposed plan will supersede all postal subsidies, all postal compensations and extra compensations, excepting those for high speed vessels, which combined are fast growing to approximately \$5,000,000 annually. It will ultimately take the government out of a business which has been and now is excessively costly and wasteful and involving a loss in excess of the highest subsidy proposed.

ZIONIST MOVEMENT

GAINS IN MOMENTUM

(Continued From Page One)

people a year, mainly from Eastern Europe.

"Conditions in Eastern Europe necessitate much a migration. There are hundreds of thousands of Jews whom the war left homeless and destitute. In Bolshevik Russia the Jews have economically been completely ruined. In Poland their condition is intolerable.

MANY MASSACRES

"In the Ukraine frequent massacres have destroyed whole communities and in the rest of Europe the condition of the Jews is precarious. They are consequently bound to migrate, and as practically all countries are closed to them, Palestine will serve as a refuge.

"Palestine is not larger than Belgium and slightly larger than Massachusetts. It now has a population of 600,000. If the country should be limited to agriculture it is estimated that it could accommodate at least from 5,000,000 to 6,000,000 people. If, however, industries should be developed that number could be doubled. The soil is fruitful.

"Palestine, situated as it is between three continents, may in time become the exchange and clearing house of the entire East.

QUOTA OVERSUBSCRIBED

"The Keren Hayesod is winning the approval of Jews in the United States rapidly. In Los Angeles, where I have been for six weeks, the city's quota of the loan, \$100,000, was oversubscribed by \$15,000.

The European delegation will arrive in Portland Wednesday morning and will be welcomed by the governor, mayor and city council at 9:30 a. m. in the city council chambers. Sokolow and Professor Warburg will speak at Reed college in the morning and Colonel Patterson and Sokolow will address the Ad club at noon. A mass meeting will be held at the Labor temple Wednesday night, under the auspices of the Portland Teachers' union. Sokolow and Professor Warburg will speak. The delegates will speak at luncheons Thursday and at a banquet at the Multnomah hotel and a mass meeting at the Congregation Shalom Torah Thursday night.

Egypt Created as

Independent State

London, Feb. 28.—(U. P.)—Egypt has been created an independent sovereign state, subject to certain reservations, it was officially announced today. The British government has terminated its protectorate subject to these reservations. Lord Allenby, British governor-general, informed the sultan of Egypt of this fact today.

CHEST WORKERS NOT DISCOURAGED

Although the Community Chest campaign is now in its fifth week and the return of subscriptions is slow, workers have not been discouraged, but are confident that the occupational recanvass will complete the budget.

This condition became evident at a meeting of chest officials which was held Monday afternoon at the campaign headquarters in the Lumbermen's Trust company. As a result of the meeting, General Robert E. Smith and other officials said they would carry on the final stages of the drive with renewed hope and optimism.

The determination to push the drive to successful conclusion was felt likewise in view of the unrelieved distress and hunger which would follow if the chest budget is not filled.

The doctors' recanvass is well under way and committees are being organized to recanvass other trades and professions. A total of 103 classifications have been made at Community Chest headquarters. Officials of the chest believe that the group canvass plan will assure success.

A total of \$278,000 remains to be raised, according to the figures published by the chest campaign committee today.

Motion to Censure

Arthur Griffith Is

Defeated in Dail

Dublin, Feb. 28.—A resolution to censure Arthur Griffith was voted down today in the Dail Eireann, the Sinn Fein parliament. Those supporting the resolution contended that Griffith, who is president of the Dail, should be censured for his selection of the Sinn Fein as a party of agriculture. The resolution failed of passage by six votes.

As soon as the session opened adherents to Eamon de Valera, head of the Republicans, resorted to obstructionist methods. They began challenging Griffith for proposed ministerial appointments, finally centering upon Griffith's choice for minister of agriculture.

There was a prolonged discussion. This debate revealed that the Republicans, when the Anglo-Irish treaty was signed, abandoned their plan to float a \$100,000,000 loan in the United States.

Universal Suffrage

For Japan Defeated

Tokio, Feb. 28.—Universal suffrage for Japan was finally defeated after more than a week of stormy debate and parliamentary jockeying by the diet last night.

Defeat of the suffrage amendment means that property and similar qualifications not attached to the right of franchise and which prevent a large proportion of the Japanese people from voting, will continue in effect.

Union Men Demand

Release of Slayers

Centennial, Wash. Feb. 28.—The Centennial Nurses and Labor council adopted resolutions demanding the "immediate and unconditional" release of eight industrial workers of the World serving terms in the state penitentiary for the murder of Warren O. Grimm, Dale Hubbard, Arthur McElfresh and Ben Cassagrande. The resolutions are signed by E. A. Nichols and W. C. Johnson, president and secretary.

Dr. Work to Be New

Postmaster General

Washington, Feb. 28.—(U. P.)—President Harding has definitely decided to name Dr. Hubert Work, now first assistant postmaster general, postmaster general, to succeed Will Hays, who leaves office March 4 to become director general of the movies. It was learned on highest authority today. Announcement may be made by the White House today.

Colonel Harvey Just

In Time for Wedding

London, Feb. 28.—(I. N. S.)—George Harvey, American ambassador to England, nearly missed seeing the royal marriage in Westminster abbey today. The ceremonies were about to begin and the gates of the cathedral were about to be closed when the American diplomat hurried up.

PAUL DIMMICK DROPS DEAD

San Francisco, Feb. 28.—(U. P.)—Paul Dimmick, head of the Albion Lumber company and a leading lumber man, died today at a store on Market street late yesterday.

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Burns Are Fatal to Wife of Merchant

Forest Grove, Feb. 28.—Mrs. N. B. La Course, 45, wife of a Forest Grove merchant, died Sunday as the result of burns received at the store last week. She was reading a letter, standing near the stove, when her dress was sucked into the draft and caught fire. She is survived by her husband and two children, Mrs. Ira Moore and Oren La Course of Albany, and a brother, James Beeks. Funeral services will be held in the Buxton chapel here Wednesday.

Aged Man Tortured;

Men, Women Jailed

Aberdeen, Wash. Feb. 28.—Two men and a woman were jailed here, charged with robbing and mistreating Patrick Riley, an aged recluse, supposed to have much money hidden in his home. But \$13 was taken from Riley. He was tied with wire to his bed. The wire was wound tightly around his ankles and wrists and twisted in the hope he would reveal wealth which he did not have. He was left bound a night and a day before discovered by neighbors.

McNary Introduces Bill to Establish Uniform Standards

Washington, Feb. 28.—(WASHINGTON BUREAU OF THE JOURNAL).—Senator McNary has introduced a bill in the senate to authorize the secretary of agriculture to establish uniform standards for farm products, inspection service and market service, and a companion bill to establish trading rules and practices for dealers in farm products and to organize boards of arbitration to adjust disputes concerning sales.

These bills are inspired by a request for such legislation by the Northwest fruit growers' conference and the Pacific Northwest potato association, forwarded through M. G. Coe of Bend, vice president of the potato association. The bills are approved by the department of agriculture.

SLASHING LAW CITED

Salem, Feb. 28.—The state forestry department is notifying selective logging and timber interests in Coos and Curry counties of the state law covering the burning of slashings, and warning them that unless this provision is properly complied with the department will be compelled to act in order to safeguard the timber in that section of the state.



COLUMBIN

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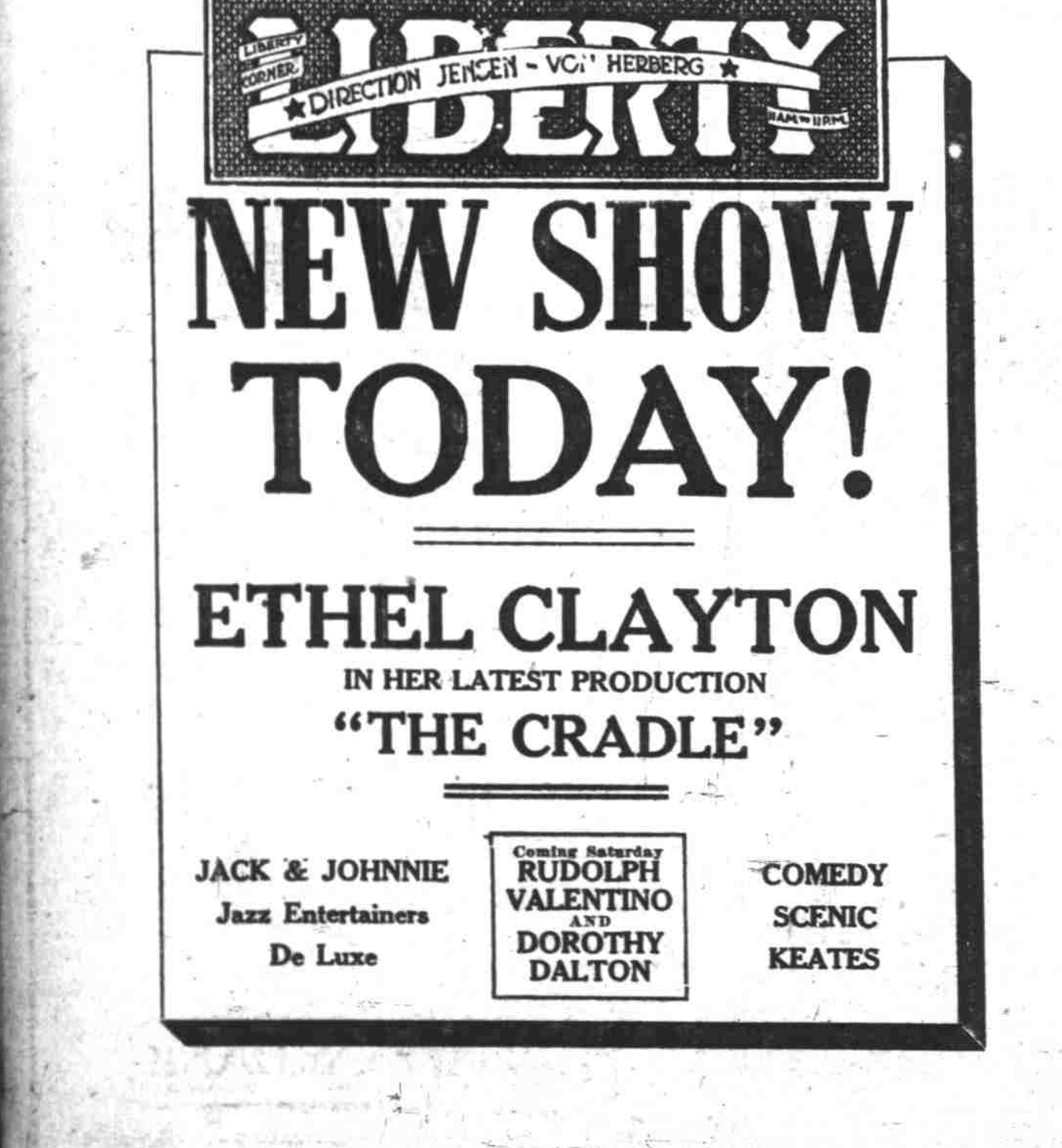
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Coming Saturday **RUDOLPH VALENTINO** and **DOROTHY DALTON**

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