# SHIPPING BOARD CHIEFS' FAREWELL REASSURES PORT

Portland, like Oregon, flies with her own wings. She asks no favors, but she is entitled to and will receive all the help that the United States shipping board can give to the advancement of Portland's commerce.—Senator George E. Chamberlain, chairman of the shipping board committee.

Portland may look forward to the best treatment the shipping board can accord her. I am astounded at the progress which the comparatively small population of Oregon has made in preparing for commerce. I know of no greater accomplishment anywhere.—Admiral W. S. Benson, shipping board commissioner.

I would rather deliver more than to promise much and deliver nothing. I am much impressed with the facilities and the merit of Portland. I shall most earnestly solicit the recommendations of Mr. Relyea, in charge of operations on the Pacific coast and of the operating men we have employed in the offices at Washington, D. C., on behalf of this port.—Meyer Lissner, shipping board commissioner.

**PARTING MESSAGES**

These were the parting messages of the shipping board members who heard in Portland on Monday and Tuesday in Seattle Wednesday, arguments dealing with the avisability of enforcing section 28 of the merchant marine act of 1920.

At the dinner at the Arlington club Tuesday evening tendered the shipping board commissioners by friends of Senator Chamberlain, such assurances of response to Portland's pleas for allocation of more merchant ships was made that the shippers of Portland today feel sure formalities only intervene until an adequate number of ships will be assigned to regular service here on account of the grain and flour movement which will begin in about six weeks.

Senator Chamberlain pointed out that there is no more a bar at the mouth of the Columbia, that there is no longer any handicap in the channel of the Columbia; that there is no longer any shortage of terminal facilities here; that commerce growth has demonstrated the port's exceptional ability to produce cargo, and that shipments of cereals have placed Portland among the first three American ports in that particular. Thus have certain disadvantages which may have influenced the original allocation of shipping board vessels to this port been removed.

**PORTLAND REASSURED**

In repeating a previous statement that allocation of express service to Seattle and San Francisco had been largely due to his work, Admiral Benson also stated that Portland at the time did not occupy the position in maritime affairs that she plainly has attained today. He did not say that he would reverse his original decisions, but he explained, "The question is growing and Portland should have no reason to fear future treatment from the shipping board."

It was evident that inspection of Portland's terminal facilities during Tuesday had particularly impressed Admiral Benson. It was likewise evident that neither the world port facilities which Portland has provided or the strides Portland has made in commerce had dawned upon him before.

Both Admiral Benson and Meyer Lissner took occasion to pay uncommon tribute to Senator Chamberlain.

**CHAMBERLAIN PRAISED**

"It is difficult to say of a man that we love him," said Commissioner Lissner, "but that is the only word which can express our feeling toward Senator Chamberlain."

Admiral Benson credited to Chamberlain as United States senator a great part in the winning of the war. Had it not been for the draft act, shaped and championed by Chamberlain, he said, there would have been no use for the ships and no men to win the war. "The American army won the war; there is no dispute of that," he averred.

O. W. Mielke, president of the Chamber of Commerce, acted as toastmaster at what proved to be a most happy affair. Senator Chamberlain was presented by J. N. Teal; Admiral Benson by B. F. Irvine and Commissioner Lissner by W. D. B. Dodson.

**MAYOR PAYS TRIBUTE**

In a few welcoming words, which occurred in inverse order at the close of the banquet, Mayor Baker also took occasion to pay tribute to the usefulness of Senator Chamberlain. "I could never understand why the people of this state failed to return you to the United States senate," he said. "Many of them, Republicans and Democrats alike, realize that a mistake was made. You—addressing Senator Chamberlain—never stood higher in the confidence and affection of the people of Oregon than you do today."

Accompanying the shipping board commissioners to Seattle Tuesday night were J. N. Teal, who represented the Chamber of Commerce at the Portland hearing, and H. L. Hudson, manager of the port joint traffic bureau; Charles Gerry, attorney-examiner of the interstate commerce commission, and Clifford W. Smith, secretary of the shipping board, completed the party.

## Australian Studies Forestry Conditions

C. E. Carter, forester for the Victorian government at Melbourne, Australia, who has just completed a two-years' course at Yale forestry school, is spending a week studying forestry conditions in Oregon. Carter interviewed forest service officials at the district office Tuesday and today is visiting lumber operations at Cottage Grove. He expects to inspect a timber cruising party now in the Cascades, and to visit the Mount Hebo planting project and the Wind River nursery and experiment station of the forest service. He will sail from Vancouver, B. C., July 21.

Compressed air apparatus has been invented by a Wisconsin man to clean chimneys of soot.

# NORTHERN IDAHO TO HOLD ITS OWN IN CROP OUTPUTS

By Hyman H. Cohen
(Commercial Editor of The Journal)

Lewiston, Idaho, July 13.—Northern Idaho is going to keep up its reputation this season for wheat, oats and barley production. The biggest yields, as usual, will be shown on the prairies. The valley will have a very representative crop unless something happens during the next few days. The crop is within sight of complete safety.

Only an imaginary line in reality divides the wheat fields of Camas Prairie from those of Nez Perce. Camas Prairie is simply the regular homestead lands while Nez Perce is the Indian reservation section. Enormous yields of wheat and barley are grown on the lands of both districts.

While the prairie country is of much higher elevation and therefore later to harvest than the valley section, observation of the fields of both Nez Perce and Camas Prairie indicates an average production of around 35 bushels to the acre, while many fields will produce 30 to 40 bushels and in isolated instances yields around 50 bushels and even better are promised. Up on the lands of the Nez Perce some of the finest wheat in the United States is grown.

**DAMAGE NOT GREAT**

Some damage was done to the growing wheat and barley crops by the hot weather of a week or 10 days ago, but generally speaking no more damage can be seen than is indicated during normal seasons. There always is a certain amount of loss from hot winds.

Over in Latah county the season is a trifle delayed but the hot weather is rushing the ripening period to such a degree that some express the fear that much wheat will be pinched. Latah county wheat is usually about the last to ripen in this territory. Therefore such season shows it to be in danger during the hot wind period, and each year Latah furnishes a big tonnage for the export market.

Oats crop will show a shortage in Latah county this season and a similar condition is indicated in Northern Idaho generally. The shortage will not be severe.

**FRUIT CROPS FAVORABLE**

Fruit crops generally are favorable in the Lewiston country. The demand for cherries has never been so favorable and unusually high prices are being realized by fortunate growers. Crop conditions generally are similar in the Clarkston section.

In the Lewiston orchards apple crop prospects appear fairly favorable. Many acres initially planted to apples are being replaced with cherries, although there is a growing acreage of lettuce in this section for which the demand is urgent. Cherries, however, have proved the one best bet in the fruit industry of this section.

Lewiston looks prosperous. With one of the most handsome hotels of the Pacific Northwest well under way and with general building operations fairly extensive, workers are being kept busy. Over at Clarkston trade conditions appear near normal and many improvements are under way. Business conditions at Moscow are slowly improving, but are still below normal.

## Sunday Blue Law May Strike Blow At Motor Parties

Concord, N. H., July 13.—This city faces the possibility of having motorless and tobaccoless Sundays.

Having had ball players arrested for playing on Sunday, City Solicitor H. W. Rainie today warned golf players that the blue laws also apply to them and that the nineteenth hole is the only one which may be used on the Sabbath.

H. B. Martin, counsel for the ball players, holds that the blue laws prohibit motoring and the sale of tobacco on Sundays. His view is upheld by the ministerial association, which is taking steps to have the blue laws enforced to the letter.

# THEATRE MAN IS RELEASED AFTER PLEA OF GUILTY

A. C. Raleigh, manager of the Columbia theatre, while masquerading under the alias of Jack Henderson, pleaded guilty before District Judge Deich Monday on a charge of disorderly conduct on the Columbia river highway. So did L. C. Moore, a musician, and Nick Milner, driver of the car that took Raleigh, Moore and two women for the highway trip Monday morning.

Wednesday afternoon, in spite of the plea, all three were set free. Deputy District Attorney Sam Pierce explained to Judge Deich that when his attention was first attracted to the case, he was given to believe the facts justified the charge. The witnesses, however, Forest Ranger Albert Weisendanger, W. M. Royall, caretaker at Benson park and Deputy Sheriff Schirmer, testified that the party was not especially rough, but that its members apparently had been drinking.

**JUDGE EXPLAINS ACTION**

Judge Deich explained, in releasing the men, that if the district attorney's office had made the charge "possession of liquor" or some similar violation of the prohibition law, he would have found them guilty.

No effort was made by the prosecution to establish the real identity of the "Jack Henderson," who actually is the theatre manager. Raleigh's own attorney, however, addressed him as "Mr. Raleigh" though in the usual routine of questioning he was not even asked his name, real or assumed.

Weisendanger testified that he had been notified from Portland to watch for the boisterous party and he had stopped the machine at Bonneville. He said one of the party threw a bottle out of the car and that he had picked it up to see whether or not it contained whisky. Milner, the driver, testified that Weisendanger had taken a drink, but the latter averred he had merely tipped the bottle to smell its contents.

**AGREED TO MOVE ON**

Royall testified that he had first seen the party at Waukeenah Falls, Milner having parked at a prohibited spot. To Royall's comment that the traffic law was being disregarded, Milner said, so Royall testified, that he would move on in a short time.

Later, Royall said, he had followed the car to Multnomah Falls and said one of the women alighted, walking rather unsteadily. She was put back into the car, Royall said, and the machine proceeded.

Deputy Sheriff Schirmer said he merely had gone out from Portland to bring in the party after Weisendanger had notified the office that he had made the arrest.

**CITY RECORDER RESIGNS**

Toledo, Or., July 13.—George Andrews has resigned his position as city recorder and the council has appointed R. R. Miller, former judge, to fill out his unexpired term. The city has undertaken the building of a dam on Mill creek for the storage of three million gallons of water for city purposes.

**MARSHALL CLARK**

Albany, Or., July 13.—Marshall Clark, 68, of Lacomb, son of early Linn county pioneers and a native of the county, died at Mill City Tuesday while visiting relatives.

## For Thin Waists and Sleeveless Gowns

(Toilet Tips)

A safe, certain method for ridding the skin of ugly, hairy growths is as follows: Mix a paste with some powdered delatone and water, apply to hairy surface about 3 minutes, then rub off, wash the skin and the hairs are gone. This is entirely harmless and seldom requires repeating, but to avoid disappointment it is advisable to see that you get genuine delatone. Mix fresh as wanted.


STATEMENT OF CONDITION

THE BANK OF CALIFORNIA

*National Association*

(A NATIONAL BANK)

SAN FRANCISCO

PORTLAND :: SEATTLE :: TACOMA

AT CLOSE OF BUSINESS, JUNE 30, 1922

ASSETS

| | |
|---|---|
| Loans and Discounts | $ 55,618,007.62 |
| Bank Premises [San Francisco & Branches] | 1,491,270.81 |
| Other Real Estate | 440,840.81 |
| Customers' Liability under Letters of Credit | 4,821,299.18 |
| Sundry Bonds and Stocks | 5,669,654.88 |
| United States Bonds to secure Circulation | 2,150,000.00 |
| Other United States Securities | 4,157,576.11 |
| Redemption Fund with United States Treasurer | 107,500.00 |
| Other Assets | 4,480.14 |
| Cash and Sight Exchange | 27,840,422.21 |
| | $101,801,051.71 |

LIABILITIES

| | |
|---|---|
| Capital | $ 8,500,000.00 |
| Surplus and Undivided Profits | 8,960,433.49 |
| Reserve for Taxes and Interest | 283,254.13 |
| Circulation | 2,119,197.50 |
| Letters of Credit | 4,894,806.99 |
| Bills payable and Rediscounts with Federal Reserve Bank | ....(None).... |
| Other Liabilities | 255,057.42 |
| Deposits | 77,288,302.18 |
| | $101,801,051.71 |

PORTLAND

WILLIAM A. MACRAE, *Manager*

JAMES T. BURTCHAELL, *Asst. Manager* CHARLES LEIGH, *Asst. Manager*

THE BANK OF CALIFORNIA, N. A. *San Francisco, Portland, Seattle and Tacoma constitute one Association under one management and depositors at any one of the Bank's offices have the protection of the entire Capital, Surplus and Undivided Profits of the Association.*

*"Associated for three generations with the best progress of the West"*

"Something good for Thirty-five dollars".

That's what a lot of men come in here and ask for. We have it. In fact we have a very fine assortment of suits expertly tailored by Hart Schaffner & Marx that are real special values at $35.

Smart business suits, sports models, single and double breasted. They're values that long-headed business men appreciate.

Hart Schaffner & Marx Clothes Shop

George Loewenson, Mgr. 366 Washington

50,000 pairs of this Season's Women's Regal Shoes are included in this coast to coast sale in our 60 stores.

There are Strap Oxfords, Dress Pumps and Sport Shoes—every conceivable shape and shade in all styles and combinations of colors.

In order to quickly dispose of some Spring and Summer Shoes to make room for early shipments of our new Fall models we are making a flat reduction of $2.00 off each pair.

And $2.00 off the Regular Regal Standard Price of $6.80 means a saving to you of 30% on every pair you buy.

REGAL SHOES

FOR MEN AND WOMEN FOR MEN AND WOMEN

347 Washington Street, Portland

From Coast to Coast in Regal Stores—One Price



# Men Wanted

*for service as railroad machinists, boilermakers, blacksmiths, high tension linemen and ground men, electricians, sheetmetal workers, pipe fitters, coppersmiths, tinners, car inspectors, car repairers, helpers—all classes*

UNDER STRIKE CONDITIONS BEST EXPLAINED BY CHAIRMAN BEN W. HOOPER OF THE UNITED STATES RAILROAD LABOR BOARD IN HIS STATEMENT OF JULY 1ST READING AS FOLLOWS:

"In this case the conflict is not between the employer and the oppressed employes. The people of this country, through an act of Congress, signed by President Wilson, established a tribunal to decide such disputes over wages and working conditions, which are submitted to it in a proper manner. It is the decision of this tribunal against which the shop crafts are striking.

"Regardless of any question of the right of the men to strike the men who take the strikers' places are merely accepting the wages and working conditions prescribed by a government tribunal and are performing a public service. They are not accepting the wages and working conditions which an employer is trying to impose. For this reason public sentiment and full government power will protect the men who remain in their positions and new men who may come in."

**Adequate provisions have been made for the full protection of all new employes, the same as old employes who have remained loyally at work. Applicants should apply to the office of the superintendent at Portland (Union station), or to the assistant superintendent at Roseburg.**

J. H. DYER, General Manager Southern Pacific Company