

**OREGON STATE CHAMBER OF COMMERCE NEWS**

The shipping problems of the Pacific Northwest are becoming acute and demand the serious thought of manufacturers, merchants, farmers, and in fact all who must avail themselves of shipping facilities. The high freight rates in the past have worked seriously against the Northwest shipper, and now with the new increase effective on the 25th of this month, the whole matter is presenting a problem, the seriousness of which can only be contemplated.

The railroads are handicapped on account of the lack of equipment, and while striving to give service are yet unable to handle the situation either in the matter of transporting products and raw materials to and from this section or to provide a rate that seems satisfactory to the Northwest shipping public.

If there was ever a time in the history of the Northwest when the business men should be alive to the need of the development of maritime shipping and to cooperate on the program of such development or to consider seriously these problems which mean so much to the business interests of this section, it is now.

A relief for merchants and industries of the Northwest can be secured through the development of steamship lines and harbor facilities which will be able to handle the shipping of this part of the country, giving the advantage of both rail and water transportation.

The future prosperity of the Northwest business demands action. The lumber industry is dependent upon the ability of manufacturers to make prompt and expeditious shipments of lumber to eastern markets and other trade centers. Farmers must have better transportation facilities for marketing their grain, livestock and other produce. The life of our industries depend to a great extent on the ability to secure the cheapest rates combined with prompt service for the shipment of raw products from the east and for the distribution of their manufactured articles if they are to compete with other industrial centers of the world.

The Oregon State Chamber of Commerce has discussed this matter thoroughly with C. W. Hodson of Portland, Oregon's representative on the Rivers and Harbors Congress, and Mr. McLain states that it is highly necessary that immediate and drastic action be taken to improve our harbors and increase our shipping facilities if the Northwest expects to keep pace with other sections of the United States. The biggest men in this Northwest territory are a unit in believing that something must be done.

The Oregon State Chamber of Commerce has assumed the responsibility

of starting a movement that should offer relief. To discuss the situation and outline plans for a solution of this problem, a convention has been called to meet in Portland, October 4th and 5th, 1920. Present at this convention will be the representatives of the Northwest States in Congress, a representative of the National Rivers and Harbors Congress, delegates from all of the railroads and shipping lines of the Northwest, delegates from the port bodies, commercial organizations, wholesalers, industries and many other prominent business men who are interested in the development of our territory. The call for this convention is being sent to these various organizations and individuals and an invitation extended to them to be present and take part in the deliberations.

Congress convenes, in Washington, D. C., on the second Monday in December; the National Rivers and Harbors Congress, the second week in December. It is desired as a result of the work of this convention to have definite plans outlined for presentation to those two bodies. Only by full cooperation of those interested can results be achieved. While this is a matter that effect primarily the shipper it nevertheless should demand the interest of every Northwest

resident because in the end it is the consumer who pays the bills.

**BIG STILL DISCOVERED**

Sheriff Orr and Deputy Sheriff Hooker from Dallas unearthed one of the most complete moonshine outfits ever found in Polk county last week while looking for bootleggers in Independence. The still, patterned after those of the mountain sections of Kentucky and Tennessee, was declared capable of turning out one quart of whiskey every six minutes.

The operators of the plant, when they heard a noise outside, bolted through the front door and made for the timber, eluding the third man, who had been posted to watch the front exit to the building.

Besides the still several barrels of mash were found, together with a quantity of the finished product. It was evident that operations had just started for the night, as but little fresh liquor was found in the building.

This is said to be the second still found in Independence within the past six months, the other having been operated by a Japanese worker.

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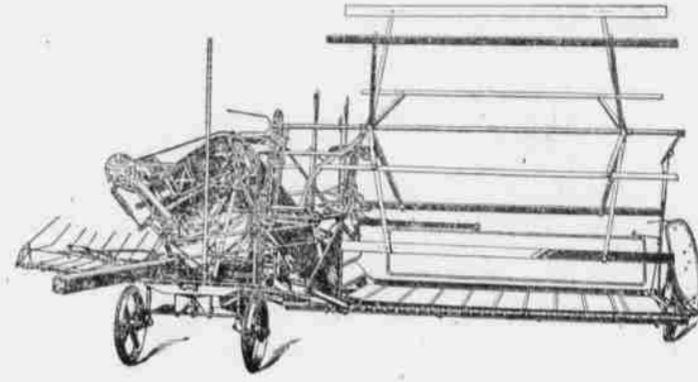
(Oregon-Washington Railroad & Navigation Co.)

North Beach visitors have the option of rail or river route from Portland, but choice should be made when ticket is purchased. Let our agent explain all particulars, make reservation and arrange your trip.

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**GAS ENGINES**

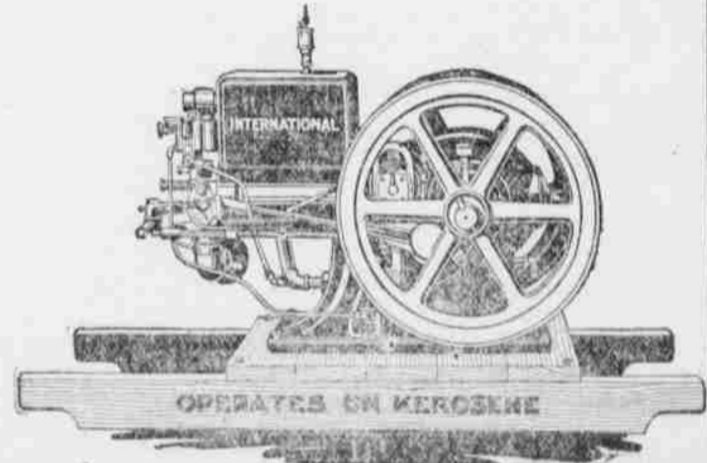
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