

GRAIN CROPS MAY SUPPLANT DAIRIES

Oregon Industry Threatened by Embargo Which Hits at Milk Condenseries.

NO RELIEF IN SIGHT YET

President Katz, of Dairywomen's League, Hints at Discrimination as Explanation of Troubles in Oregon Communities.

Passing days have brought no change in the crucial situation confronting the milk condensery interests and allied dairy industry in Oregon.

President Katz Explains. Alma D. Katz, president of the Oregon Dairywomen's League, with headquarters in Portland, attended the meeting.

Spurring is at hand, and the dairywomen want to know whether they are going to get relief from present conditions.

It will be a tremendous loss to the state of Oregon if the dairymen do quit the business and turn to grain crops.

Discrimination Suspected. "While it may not be true, we are inclined to think there is discrimination against Oregon condensed milk."

Efforts of Oregon dairymen to obtain relief from the shipping embargo through co-operation of the state's delegation in Congress are still proceeding.

Senator Charles L. McNary has sent this vicinity telegram to Mr. Katz: "Holding up of condensed milk in your vicinity entirely due to shortage of ships for its shipment to allies and our Army abroad."

Food Administration Advised. Congressman C. N. McArthur indicates in the following telegram to Mr. Katz that he is doing what he can in the matter:

"Have presented Oregon Dairywomen's League matters to Food Administration, both writing and in person. Please mail me copies of the Oregonian containing full write-up of McNamille and Portland meetings, together with such editorial comment as may have been made by any papers."

Establishment of butterfat standards for condensed milk contents that are being legislated at the next session of the Legislature in extending the provisions of the uniform tax classification amendments passed by the people at the special election last June, it is understood that these plans have been in the main abandoned.

Among other things it was planned to establish a classification of money and credits and also to reorganize the system of taxation on public service corporations, including railroad properties. The indefinite tenure of Federal control over railroad properties has made the plan for a reclassification of taxes on that class of properties not only inadvisable but practically impossible, it is explained, and other similar classifications which were in contemplation will be abandoned for various reasons.

TAX PLANS ABANDONED

CLASSIFICATION AMENDMENT TO BE CHANGED BUT LITTLE

Uncertainty of Long Federal Control Makes Railroad Tax Classification Impossible.

SALEM, Or., March 14.—(Special.)—Although plans had been laid for launching legislation at the next session of the Legislature in extending the provisions of the uniform tax classification amendments passed by the people at the special election last June, it is understood that these plans have been in the main abandoned.

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TIMBERMEN FORM CLUB

LOGGERS' CLUB DISBANES FOR LARGER ORGANIZATION.

Fire and Cedar Product Manufacturers to Compose Membership of Newly Formed Association.

SPOKANE, Wash., March 14.—(Special.)—At a meeting of home timbermen held in Spokane late last night the Loggers' Club went out of existence to make way for an organization of timbermen more extensive in territory and scope of character, to be known as the Timber Products Manufacturers.

The new organization, which will be headed by J. P. McGoldrick, president of the McGoldrick Lumber Company of this city, provides for a membership to be recruited from the pine and cedar manufacturing industry of Eastern Washington and Northern Idaho, the Spokane valley, It will take in all of the former members of the Loggers' Club.

SEATTLE FIRM TO BUILD FIRST

J. A. McEachern Company to Construct Municipal Terminal Unit Here.

CONTRACT PRICE \$420,328

Work to Be Completed in 170 Days. Modern Equipment for Handling Grain to Be Installed and Warehouse Erected.

POURED SHIP LAUNCHED

CONCRETE FREIGHTER FAITH IS UP TO EXPECTATIONS.

Seaworthiness of Experimental Vessel Greatly Pleases Builders; Fleet of 34 Ships to Follow.

A PACIFIC PORT, March 14.—Accompanied by the cheers of thousands of spectators and the blast of whistles, the steamer Faith, the first seagoing concrete ship built in America, was launched successfully here today.

So fully has the Faith met the purpose of her building, it was announced, that construction would begin immediately of 33 similar concrete ships of even larger tonnage than the vessel launched today.

Installation of the Faith's engines would be completed at once and the boat placed in active ocean-going service, it was announced. It is planned to load the vessel with ballast and make an experimental trip.

The Faith is of 7900 tons displacement, 5500 tons burden, 226 feet long, 65 feet beam, and five masted feet deep. It will be equipped with triple expansion engines furnishing 1700 horse-power.

In a statement tonight Leslie Comyn, president, said that the company had taken up with the United States Shipping Board the building of additional concrete vessels, and that if the board did not authorize their construction for Government purposes the company was prepared to build them privately.

Mr. Comyn said that it had been decided to give the Faith a trial trip, as originally planned, although marine engineers after testing the vessel's launch time it was turned over to Grant Smith & Company last month.

Mr. Cook was paid about \$1200 and expressed himself as satisfied with the attitude of the commission. Transmission lines have been extended to the St. Johns property and electrical power is being used in the excavating as well as steam power.

There will be trackage connections with the commission yesterday settled with the C. J. Cook Company for work performed on the excavation up to the time it was turned over to Grant Smith & Company last month.

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PORTLAND IS NAME

New Towboat to Be Most Powerful on River.

BUILDING TO START SOON

Vessel Will Be 186 Feet in Length, With 1700 Horsepower, and Will Make Close to 17 Miles an Hour if Necessary.

Portland will be the name of a powerful sternwheel towboat the Port of Portland Commission has decided to build, plans for which were submitted yesterday.

The vessel is to be 186 feet long, with a beam of 40 feet and depth of hold of 8.5 feet, and will have a 25-foot wheel. The boiler is being finished, and the engines were recently purchased at San Francisco, so there will be no delay on the score of machinery.

The vessel will be allowed 2000 horsepower and will develop, it is estimated, about 1700 horsepower, so will be able to handle vessels in the harbor and on the river as the work has not yet been done in the past. She will make close to 17 miles an hour if necessary.

The commission was called on yesterday to help out in the Government's drive for ships by completing a dredging job left unfinished at the plant of the Peninsula Building Company last year. For about half the length of the company's fitting-out dock there is an adequate depth of water and to harbor improvement the dredge, a material of the dock, it is said, will require less than a week's work.

The Peninsula Building Company is to help out in furnishing fuel for the dredge, a material that is short and in demand now. By hauling the dredge Willamette up there from the St. Johns terminal for a few days, it is hoped to pave the way for full use of the facilities of the dock, which will be needed immediately.

In continuing its readjustment of wages the Commission adopted the recommendation of a special committee to advance the pay of cooks and mess-boys on the tugs from \$7 to \$8 a month, allow the dredges four men in the steward's department instead of three, raise dredge deckhands from \$47.50 to \$50 a month and deckhands and firemen on the dredge tenders from \$50 to \$55 and chief engineers on the dredge tenders from \$110 to \$120 a month, also to make the salaries of masters of tugboats uniform at \$125 a month. One of the latter is now paid that figure and another \$125.

Awards made for supplying the lack of all vessels and dredges during March, April and May show an increase in the cost of some foods over the same period last year. Under the contract the cost of flour is \$110.93 as against \$69.92 last year. Coffee this year costs \$33.50 compared with \$25.50 last year. Groceries cost less, \$2869.90 as against \$3044.40 yesterday as against \$2024 a year ago.

On request of the Pacific Marine Iron Works the cost of a fill made in the dredging work on the East Main street for that plant, billed at \$1750.75, was cut in half, it being shown that the dredging was in the interest of harbor improvement as well as helping out in ship construction.

NAUTICAL SCHOOL WILL MOVE TO FIRST AND ALDER.

Instead of having the assembly hall of the Electric building for its work, the Portland branch of the Shipping Board's nautical school is to move from the Electric building to the third floor of the Portland Railway, Light & Power Company's station building at First and Alder streets.

Professor William W. Williams, in charge of the school, said yesterday, and he plans to have the school in the new quarters Monday.

The steamer Point Loma, which arrived at Seattle yesterday from Portland after a good run, L. B. Hillinger, second mate, and W. J. Currott, third mate, were on duty, that is holding the school's graduates. On the steamer Westchester J. W. Green and Henry Hillman will be cadet officers. Cadets Francis and Robinson will be on the steamer West Shore and probably a third ship, who has not been named.

The school continues to attract new students and the enrollment is holding up well. Captain J. P. West, Jr., is other than a skipper's ticket, but instead of going on a steamer he will take the schooner Oakland.

FRED PAPE TO BUILD SHIPS

Port of Portland Superintendent Is Emergency Fleet Officer.

After nearly six years spent with the Port of Portland, Fred Pape has been called to the colors of the Emergency Fleet Corporation through his appointment yesterday as assistant district officer of the division of steel ship construction, under Captain J. P. Elston, district officer at Seattle. Mr. Pape will have headquarters at Portland and will begin his new duties March 20.

His resignation, tendered to the Port of Portland Commission yesterday, was a decided surprise. Until E. W. Wright resigned as general manager of the Port of Portland July 1, 1917, Mr. Pape was supervising mechanical engineer and since he had been general superintendent. He had several years' deep experience as an engineer and much to do with fitting out vessels before joining the Port staff. His resignation was regretfully accepted by the commission, which will consider the matter of a successor later.

NORTHWEST PLANT TO EXPAND

Two Acres Leased From Southern Pacific to Provide Storage.

Two acres of land in the rear of the Northwest Steel Company's property has been leased from the Southern Pacific and, as soon as a fill is made there additional storage facilities will be provided for material for ship construction. The land is part of the Southern Pacific's right of way and embraces ground on both sides of Sheridan street.

The matter of having a dredge assigned there for the filling task has been taken up with the Port of Portland and it is expected that a dredge will be assigned there in about 60 days. The fill will not require much time, but it is said that a month will be required in which to prepare for a dredge, as the shore pipe must be taken up.

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Hospitals wage constant and successful war against disease germs by the daily use of Lysol disinfectant.

Disease germs enter homes, also. Wherever refuse collects, in garbage cans, sinks, toilets, old plumbing, and sunless corners, disease germs breed into millions and menace health. Plain water-washing does not destroy these germs. But the hospital disinfectant, Lysol, does exterminate germs on the instant of contact.

You can and should use Lysol in every washing of the home, in cleaning every danger spot. Do it for safety. A 50c bottle of Lysol makes five gallons of absolutely germ-killing solution; a 25c bottle makes two gallons. Lysol is also in 11 bottles—sold everywhere. It has invaluable effect in personal hygiene.

True Lysol—that used in scientifically conducted hospitals—is that made, bottled, signed, and sealed by Lehn & Fink. Accept only such.

Lysol Toilet Soap Contains Lysol, and therefore protects the skin from germ infection. It is refreshingly soothing and healing and helpful for improving the skin. Ask your dealer. If he hasn't got it, ask him to order it for you.

Lysol Shaving Cream Contains Lysol, and kills germs on razor and shaving brush (where germs abound), guards the tiny cuts from infection, and gives the antiseptic shave. If your dealer hasn't got it, ask him to order a supply for you.

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