

WOODEN SHIP UNTRIED IN CARRYING WHEAT

Portland Builders Ask Source of Rumors of Failure.

STORY HAS NO FOUNDATION

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LOWER 5 WOOD SHIP YARDS OFFICIENT

Chairman Hurley to Withhold Further Contracts.

DERELICT ONES NOT NAMED

Oregon District Will Not Be Affected As Its Record for Production Makes it Safe.

WASHINGTON, Oct. 22.—Because of their inefficiency, from 15 to 20 shipyards now building wooden ships for the Emergency Fleet Corporation will not receive additional contracts.

In making this announcement tonight Chairman Hurley of the Shipping Board, said there would be no curtailment of the shipbuilding programme, the step being taken to save material, labor and money.

As fast as the yards complete the ships now under construction the workmen will be sent to other plants, which are constantly in need of additional labor. Mr. Hurley would not make public the names of the yards, nor did he indicate when the closing of them would begin.

Delivery Contracts Broken: The yards held to be inefficient have failed to deliver contract ships within the time or at the price specified in the contracts, Mr. Hurley said.

Not a single plant in the Oregon district is kept on the inefficient list. With this district leading the entire United States in the number of vessels launched and completed, and with every yard expected to finish by the end of 1918 with the largest finished fleet of wooden ships to its credit...

Shipbuilders feel that the Northwest will continue to be the wooden ship construction center. The material supply here is both the best and easier of access, and there are plenty of men for the wooden plants, which in point of equipment are most modern.

Messages of Praise Received: Backing the assumption that the Oregon district is free of the taint of inefficiency are commendatory telegrams received from officials of the Emergency Fleet Corporation, at Philadelphia, in recognizing every record that has been established, and likewise that respect, the West has not been beaten by the East and South.

Since June 8 a fleet of 24 wooden steamers have been delivered here, and for October alone the schedule calls for 13 finished ships. By the end of the present year the total since June 8 is expected to be 64 vessels.

WIDELY KNOWN MASTER DIES

Captain Johnson Took City of Portland to Sea on Her Initial Voyage.

Captain Olaf Johnson, who was master of the auxiliary schooner City of Portland, built in 1916 by the St. Helens Shipbuilding Company, and the first of the new type of ship to be turned out in the United States, and later took the City of St. Helens to sea...

Before taking the City of Portland Captain Johnson was on the steamer Klamath, and preceding that was master of the schooner Alvena. He was taken ill recently by malaria and another master was sent to relieve him, but he proceeded to San Francisco on the vessel as a passenger...

The Yakima was launched May 1 and laid here for some time after being completed before she could be engaged in Seattle.

Coos Bay Plans Big Flagpole. MARSHFIELD, Or., Oct. 22.—(Special.)—Workmen at the Coos Bay Shipbuilding Company yard have secured funds for the erection of a flagpole and a flag.

Movements of Vessels. PORTLAND, Oct. 22.—Arrived—Steamers Salmon, from Astoria; A. F. Lucas, from San Francisco. Sailed—Steamer Oileum, for San Francisco.

ASTORIA, Oct. 22.—Arrived at 7:30 and left up at 11 A. M. steamer A. P. Lucas, from San Francisco. Arrived down at 3 last night. French steam auxiliary Colonel Driant. Arrived at 7 and left up at 9 A. M. steamer Daisy Mathews, from San Pedro. Left up at 10:30 A. M. steamer Salmon.

SAN FRANCISCO, Oct. 22.—Arrived at 11 last night, steamer Rose City, from San Pedro, for Portland.

DURBAN, Oct. 22.—Arrived—Barkentine Labarna, from the Columbia River. Sailed—Steamer Wapama, from Portland.

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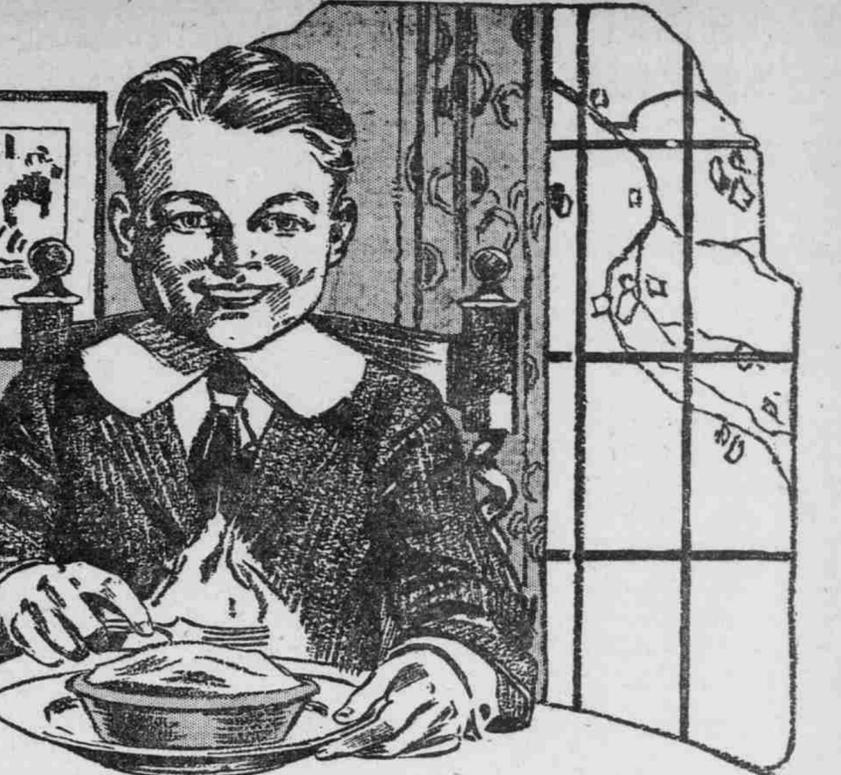
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"This Suits Me!"

It's the lad's idea of pie as it should be—he has "come into his own" now that mother uses Kream Krisp for shortening her pie crusts.

Mother only winks at her indulgence. Kream Krisp gives her the chance to "fill him up," for though she uses less Kream Krisp she can make more pie crust. And as the rich, flaky Kream Krisp pie crust is easily digested mother knows no digestive ill can follow the youngster's "fill."

Kream Krisp is every ounce pure shortening. And there's no scarcity of Kream Krisp, for it is a pure product of selected peanuts—and peanuts are plentiful.

Kream Krisp can be used again and again for frying for it has no flavor of its own and doesn't absorb any from food fried in it.

In shortening when you use Kream Krisp in place of butter or lard you decrease the quantity of shortening needed and increase the quality of your cooking.

You prove the economy of Kream Krisp in every use you make of it. Try it today.

BROWN COMPANY

Kream Krisp Department, Portland, Me.

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