

WORK ON TWO SHIPS ORDERED REINSTATED

Shipping Board Sends Word to Columbia River Yard.

ECONOMY SEEMS GUIDANCE

Announcement From Charles Piez Expected Today Substituting Bigger Vessels to Be Built of Steel

At least two of six steel steamers, work on which was ordered suspended at the plant of the Columbia River Shipbuilding Corporation, will be completed as originally planned.

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DREDGE TO WORK ON BAR

Six Weeks' Assignment Made to Deepen Grays Harbor Channel.

HOQUIAM, Wash., Feb. 3.—(Special.)—The Government dredge Michie, formerly used on the bar here and now at Portland, undergoing repair, will be available for work on the outer bar of Grays Harbor about April 1.

The securing of the Michie was due to combined efforts of lumber manufacturers, the commercial loggers of the harbor cities and the Port Commission.

The depth of water on the outer bar, when war necessities caused the withdrawal of the dredge and also the larger vessels engaged in off-shore lumber trade, was only 40 feet in the outer channel at low tide.

SEAMAN'S BODY IS FOUND

Member of Crew of Janet Carruthers Washed Ashore.

ABERDEEN, Wash., Feb. 3.—(Special.)—Search for the body of Dewey J. Walker, a member of the crew of the schooner, Carruthers, who drowned with five others when the lifeboat was carried away, resulted in the finding of the body on North Beach yesterday afternoon.

SIXTH PONTOON IS NEEDED

Two of Wood Fleet Could Be Lifted at Same Time.

In lifting the river steamer Cascades, of the Shaver line, on the St. Johns drydock, in company with one of the 500-ton wood steamers, an illustration has been afforded, say Port of Portland Commissioners, of the value of a sixth pontoon for that plant.

SHIPYARD FORCE DEPLETED

Less Than Half as Many Men Working as in September.

Between September 15 and February 1 there was a decrease in the force of men employed in wood ship plants of the Oregon district reaching 8518, the payrolls showing 6793 workers when the present month opened, whereas September 30 the force included 15,311 persons.

men are discharged as rapidly as new hulls are floated. The cancellation of wood ship contracts is held largely responsible for the big slump in employment, though there was a normal decrease between September 30 and November 30, due to a slowing down of operations.

TARIFF BUREAU DELAYS MEET

Tentative Steamship Freight Schedule Will Be Discussed.

SEATTLE, Feb. 3.—Members of the Trans-Pacific Tariff Bureau, comprising steamship lines operating to the Orient from North Pacific ports, today postponed their meeting to discuss a new tentative freight schedule until tomorrow.

With a quoted rate of \$40 a ton from New York to Yokohama, announced by the United States Shipping Board, steamship owners here said the North Pacific rate would have to be cut to \$6 in order to compete and absorb the transcontinental freight charges.

REPORT ON BORINGS DUE

GRAIN ELEVATOR SETTLEMENT BELIEVED TO BE STOPPED.

Delegations From San Francisco and Tacoma to Inspect Portland's Water Terminals.

Borings at the St. Johns municipal terminal to determine if possible the character of substrata, undertaken when a settlement of the grain elevator was noticed, are progressing.

Two drilling machines are being employed. A full statement of the material gone through, together with all data possible to obtain from such operations, will be filed before the commission. The investigation was begun as soon as it was apparent the structure was slightly below the level of its original position, and it was decided a week ago to suspend work on the roof until the investigation was ended.

Persons visiting the site during the past few days, some of whom are reported to have expected to see the big concrete ring toppling owing to rumors circulated, have found that the settling has ceased. Men familiar with the situation express the view that the settling will not be repeated.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Feb. 3.—(Special.)—The steamer Chehalis arrived from Seattle yesterday at 11 A. M., bringing a cargo of 250 tons, consisting of oil for both Standard and Union Oil companies; also a cargo of 100 tons of lumber for the Grays Harbor Motorship Corporation and some general merchandise.

ASTORIA, Or., Feb. 3.—(Special.)—The tank steamer Argyl sailed for California at 12:30 today after discharging fuel oil at Astoria and Portland.

PORTLAND, Feb. 3.—Arrived at 12:50 A. M., steamer W. F. Herrin, from San Francisco; at 7 P. M., steamer Klamath, from San Francisco; at 9 P. M., steamer W. S. Porter, from Monterey; at 3 A. M., steamer Frank D. Stout, from San Francisco; at 9 P. M., steamer City of Topeka, from San Francisco via way ports.

SEATTLE, Feb. 3.—(Special.)—Skagway's appeal for food and the necessities of life will be answered by the sailing of the steamer City of Topeka, which is scheduled to depart before her scheduled departure, laden to the brim with supplies.

Movements of Vessels.

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The Truth About the Price of Meat

"Impossible!" you say. "Why, market reports show that live hogs are selling for 17 1/2c a pound, yet I am paying 28c a pound for pork rib-roast and loin-chops."

True enough. Yet these more costly cuts are only part of the animal. When Armour and Company buy a hog they pay 17 1/2c a pound live weight (January 20 market quotations) for the whole animal as it stands in the pen—17 1/2c a pound for meat, bones, bristles, entrails—even the dirt that clings to the animal's sides.

Let us see how the various cuts sell at wholesale, after the hog has been killed, the meat separated from the inedible portions, and dressed at considerable expense.

For the feet which we bought at the rate of 17 1/2c a pound we got 6c a pound; back bones and trimmed neck bones returned 5 1/2c; ears which cost 17 1/2c per pound sold for 7c; livers brought 3 1/2c; hogs' brains and knuckles brought 8 1/4c a pound; hogs' heads with tongues out were quoted at 10c, and with tongues in at 10 1/2c; the snout was worth 8c and the kidneys 8c a pound.

In short, the January 20 wholesale price-list contained some thirty-seven cuts and portions under the pork heading, and of these, fifteen brought in less per

pound than was paid for the live animal before the expense of dressing and distributing had been added.

Sheep are handled on a similar basis.

On the edible portion of beef animals there is an actual loss. A 1,000 pound bullock costs from \$160 to \$180. Only some 650 pounds are edible meat, and this sells wholesale for from \$125 to \$145.

It is obvious that Armour and Company can make but little profit out of meats after the cost of killing, dressing, cooling and distributing has been added.

Profits are made through manufacturing into commercial by-products those portions of the animal that until recent years were wasted or destroyed. And on our total business last year, we made but 1.8c per dollar of sales. The by-products actually make meat cheaper to the consumer and more remunerative to the producer. Their production is the result of many years of re-investment of earnings to make this scientific development possible and of years of endeavor in upbuilding many kinds of markets for them.

ARMOUR AND COMPANY

JAMES F. FURLONG, JR., Manager Portland, Oregon Telephone Broadway 1380

STEEL BUSINESS IS SOLD

NORTHWEST STEEL TO CONCENTRATE ON SHIPBUILDING.

Bridge and Iron Company Acquires Manufacture of Bolts, Nuts and Rivets.

Announcement was made yesterday by the Northwest Steel Company of its retirement from the structural steel field, in which it has operated since its organization years ago, and that its future efforts will be confined to ship construction.

W. H. Culler, chief engineer of the Northwest plant since 1909, is the head of the Northwest Bridge & Iron Company, having resigned from his former position. For the present the latter company will handle its product at the plant of the Northwest Steel Company, but is planning an independent plant, a site for which is now under consideration.

The change means that Mr. Culler and his associates have acquired all of the structural steel stock of our company and they will carry on the business hereafter," said J. R. Bowles, president of the Northwest corporation. "We will continue to operate as shipbuilders only."

The purchasers will handle all of the manufactured output, including bolts, nuts, and rivets.

None of the actual plant of the Northwest is included in the transaction. Mr. Culler came to Portland from

STEEL TRAVELS LONG ROUTE

Rails for Alaska Go to Balboa First, Used as Ballast.

Through special permission from the Treasury Department, the British bark Baroda, now loading here, has been permitted to proceed to Balboa with 120 tons of steel rails destined for final delivery at Seward, Alaska, where they will be used by the Alaska Engineering Commission. On discharging lumber at Balboa the vessel will load flatcars for the Alaska Commission, so the cars and rails will be discharged at the same time.

Shortage of cargo available in the Northwest for the canal and the fact the rails were as ballast were arguments given to win the consent of the Government. The Baroda finished her cargo at Astoria and will be towed down the coast by the steamer Anyox. The Baroda's lumber cargo from Portland amounts to 1,330,080 feet and is valued at \$55,520.

Thomas Pennell Dies. Thomas Meade Pennell, manager of the machinery installation department of the Coast Shipbuilding Company and brother of H. E. Pennell, president of that corporation, died suddenly early yesterday morning at the residence of his brother, 217 Cornell road. The deceased was born at San Francisco January 9, 1860, and the body is to be shipped there today for burial. Mr. Pennell joined the force at the plant about a month ago and had made many friends during his short residence.

STRIKE IS NOT THREATENED

Oregon Labor Organizations Evidently With California.

Because of the attitude of California labor organizations, opposed to joining with the Washington unions in a general coast strike, and the fact the present agreement with the Shipbuilding Labor Adjustment Board, known as the May agreement, expires March 2, the general impression here is that no action will be taken to back up the men on strike in the Puget Sound district.

The fact the Pacific Coast District Metal Trades Council adjourned its January meeting here with the understanding that the next meeting, February 17, is thought to have added to the impression. The meeting probably will be held. A strike at the plant of the St. Helens Shipbuilding Company is being conducted quietly, apparently with both sides content in the developments.

ELECTRIC STEEL FOUNDRY

SHIP AND MACHINERY STEEL CASTINGS QUALITY. TWENTY-FOURTH AND YORK STREETS. SERVICE. PHONES—Marshall 325, Home A 1429. PORTLAND, OREGON.

PRODUCTION AGAIN INCREASED

Last month we manufactured 5,800,000 pounds of RIVETS, BOLTS and BOAT SPIKES

Can we serve you? NORTHWEST STEEL CO. Portland, Oregon

ALBINA ENGINE & MACHINE WORKS

Wm. Cornfoot, President. STEEL SHIPBUILDERS

Plant and General Office, Portland, Oregon.

Specialty Foundry & Machine Works

Iron and Brass Castings of EVERY DESCRIPTION. Moulding Machines Used. Special Rates on Small Work. Seventh and Belmont. Portland, Or.

EAST SIDE MILL & LUMBER CO.

Lumber Manufacturers. Foot of Spokane Avenue, Portland, Oregon

Neustadter Bros.

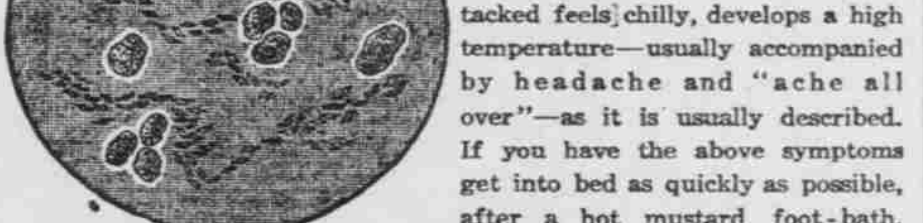
Manufacturers of "Boss of the Road" Overalls. STANDARD SHIRTS. PORTLAND, OREGON.

INFLUENZA GERMS

BY VALENTINE MOTT PIERCE, M. D.

Influenza is produced by a bacillus or germ coming chiefly from discharges from the nose, throat and lungs of the person who coughs, sneezes, or spits. The person attacked feels chilly, develops a high temperature—usually accompanied by headache and "ache all over"—as it is usually described.

If you have the above symptoms get into bed as quickly as possible, after a hot mustard foot-bath. Take a good purgative, such as one made up of May-apple, leaves of Aloe, root of jalap, and sold in every drug store as Dr. Pierce's Pleasant Pellets. Then surround yourself with hot water bottles. It is a fact mentioned by physicians of the largest experience that the effort on the part of nature to throw off the poisons results sometimes in inflammation of the kidneys. It is therefore very important to assist nature in eliminating the toxins (poisons) from the body thru the bowels, skin and kidneys. Not only should this be carefully attended to by the sick, but by the person who wishes to ward off an attack. A new kidney remedy called "Anuric" (anti-uric) can be obtained of the druggist. This "Anuric" flushes the bladder and kidneys and throws off the poisons (toxins), and should be taken with hot water or hot lemonade. Clear the nose with some good antiseptic spray or Dr. Sage's Catarrh Remedy. It is, of course, unnecessary for me to emphasize this, keep strong and healthy, fear neither germ nor German, and observe the three C's: A Clean skin, Clean bowels, Clean nose and mouth and you have half won the battle.



Bacilli of Influenza Magnified over 4,000 Times.

Marine Notes.

Instructions yesterday reached Robert Warrack, superintendent of the 17th light-house district, from the bureau of light-houses, that it was desired to give work to unemployed whenever possible. Mr. Warrack says that while there were opportunities a few months ago, positions are filled at present and in most departments there is a waiting list.

Advice that Government dredge Chinook reached San Pedro from Portland yesterday were conveyed to the Merchants Exchange. The big digger is en route to Charleston, S. C., and it is assumed she put into San Pedro for the night.

Cargo brought from the Golden Gate by the steamer Frank D. Stout amounted to 1822 tons, of which 309 tons were consigned to Kerr, Gifford & Co., and the remainder of the cargo was merchandise for the Port-McCormick line. The vessel leaves Couch-street dock early this morning for St. Helens to load for San Pedro.

At the Grant Smith-Porter plant the hull of the wooden steamer Aegis is to be launched at 2 o'clock this afternoon. Mrs. William Gibson will be sponsor. Carrying a full list of passengers and