

CROSS DRIVE BEGINS TOMORROW

240,000 Members Between Now and Christmas Is Goal of War Relief Workers.

MANAGERS ARE CONFIDENT

Campaign in Every Business Establishment to Be Conducted by Volunteers—Chairman Says He Has Matchless Organization.

The great Red Cross drive for 240,000 members in Oregon begins tomorrow and will continue unceasingly until Christmas day. Numerically, it is the greatest drive Oregon has ever faced, for it means that when the campaign is closed Oregon must have listed one-third of its entire population under the Red Cross. "All it needs is a heart and a dollar," to quote one of the campaign secretaries, "and the campaign is closed. Memberships being obtainable as low as \$1, and up to \$10 for annual memberships, and at \$50 and \$100 for life memberships.

Organization Matchless One.

"I am confident in saying we have a matchless organization," said Mr. Chapman last night. One of the most remarkable facts in the campaign has been the complete organization of over 40,000 employees in the offices of Portland, and the practical certainty that by far the greater percentage will be enrolled by the Red Cross. This was accomplished by a special committee headed by Hugh McGuire, chairman; Milton E. Kahn, vice-chairman, and William M. St. Paul, secretary. For three days they strove from 8 o'clock to midnight, and last night had received from practically every employer in the city the appointment of an employee as a special Red Cross solicitor in regular working hours, who will carry on his work during the week. The same plan will be brought by enlisting actively a leader in every line of business, who personally canvassed the members of his own business. Every firm of any size whatever was listed last night, and no outside solicitors will be required to call on them.

Work Is Speedily Done.

So rapidly was the campaign carried on that one firm, the Log Cabin Baking Company, reported last night that it had already conducted its campaign between midnight and 8 A. M. Saturday, and that it had enrolled every employee without exception under the Red Cross. Never before has a drive started under such auspicious circumstances, it was declared.

Bishop Matt E. Hughes, of the Methodist Episcopal Church, sent in membership blanks for himself, his wife and two children. The Hughes family is the first family in Oregon to claim a 100 per cent rating in the Christmas membership drive. Supplies were sent out yesterday to every district colonel in Portland, while supplies to the utmost parts of the state were previously in their way. Mr. Reed, fresh from other campaigns, did not wait for belated shipments from Washington, but obtained all required necessities in Portland. "Now, all together," said State Chairman Chapman. "A long pull, 10 days' hard work and it's over, and once more will it be 'Oregon first.'"

MILK RECEIPTS DECREASE

Distributors Declare That Supply Will Soon Be Adequate.

MINNEAPOLIS, Dec. 5.—Though milk receipts in Minneapolis were the lowest recently in years, distributors said they expected to be able to supply household customers with their normal wants soon.

The Minnesota Public Safety Commission will take up the milk problem again and try to bring producers and distributors together on a fair basis. The committee of distributors named to appear to the commission was unable to reach any of the commission members and will try again. Certified milk supply for Minneapolis has not been interfered with to any extent by the curfew order. Certified milk is produced under contract at a satisfactory price and is being furnished as usual.

Distributors said that the proposition for an all-year contract at a wholesale price of 6 cents would not be practical. "At the 6-cent price these cities would be flooded with milk next Spring, when it becomes abundant," said C. A. Nelson, of the Clover Leaf Creamery. "That would be so much higher than the ruling price of milk in other areas that everyone would want to sell it for city use."

ALASKA ROAD IS EXTENDED

Report Made on Progress of Work by Secretary Lane.

OREGONIAN NEWS BUREAU, Washington, Dec. 11.—Progress on the Government railroad in Alaska is discussed in the annual report of Secretary Lane. Concerning this big project, he says: "During the year the Alaska Railroad has been completed from Anchorage to Chickaloon in the Matanuska Valley. This is a distance of 75 miles. By this construction the Matanuska coal fields are made available for commercial development. The grade is down hill from the valley to tidewater, and a rate of \$1 a ton on coal has been established. The Government is operating a mine in this field at Chick Creek, from which it has been taking out coal at the rate of 100 tons a day for the use of the railroad. Two leases have been made of other large tracts to private parties, who are now actively preparing to start operations early next Spring. The Government is also developing a mine at Chickaloon. It was from this tract that the coal was obtained on which the Navy made its test. The Matanuska and Susitna Valleys are being filled with homesteaders, who this year produced several hundred tons of potatoes and a large quantity of other vegetables and exported 300 tons of a new variety of turnips to Seattle. The main line of the railroad is being pushed north through the Susitna Valley, and rail is now laid to Montana Creek, a distance of 96 miles from Anchorage. Rail has also been laid a distance of 35 miles south of Anchorage to Rainbow Creek, and from here to Kern Creek, for 21 miles along Turnagain Arm, the heaviest construction on the entire line is encountered and the grading is actively under way.

From Kern Creek to Seward, a distance of 71 miles, the road is being reconstructed, but is in operation. It is the expectation of the engineers that the work along Turnagain Arm will be finished in the Summer of 1918. This will give a continuous rail route from Seward into the Matanuska and the Susitna Valleys for a distance of 248 miles. By the end of next season it is also expected that the road will be completed as far as Hurricane Gulch just south of Broad Pass, an additional 75 miles. Work has also been carried on from Nenana on the Tanana River, south toward the Nenana coal fields, a distance of 50 miles. Next year will see this portion of the road completed from the coal fields to the river and well under way from here toward Fairbanks. The small line of railroad running out of Fairbanks to the north-east, known as the Tanana Valley Railroad, has been acquired by the Government. This is some 39 miles in length, and makes the Fairbanks gold-mining district directly tributary to the Government railroad. When the work in this division is completed these mines will be served with coal from the Nenana coal fields.

PIG APPEARS IN COURT

St. Paul Judge Calls Recess to Dispose of Large Porker.

ST. PAUL, Dec. 6.—A white pig, sleek of person and blinkingly unconscious of the battle that raged around his head, was brought into the St. Paul Police Court recently. "Who owns this pig?" demanded the court. "I do," said Mrs. Francis Kuenzli, 312 Commercial street, St. Paul, and H. V. Johnston, manager of the Capitol Loan Company, in chorus. The judge was just about to make a Solomonian mandate, when a representative of the Great Northern Railroad, appeared. "It is our pig," he said. "It escaped from one of our box cars." The court called for assistance and hurriedly took a recess. Johnston had Mrs. Kuenzli brought into court on a charge of stealing the pig from him. Kuenzli claims that when the porker strayed into her yard she fed it for a week and advertised.

CATTLE MAY REPLACE BISON

Montana Commercial Clubs Plan to Help Small Farmers.

MISSOULA, Mont., Dec. 11.—The American bison is threatened with interruption of the enjoyment of the small areas of the once boundless prairies of the West that are left to his undisturbed habitation. The local Chamber of Commerce has asked officials of the Department of the Interior at Washington to grant permission to graze 2000 head of cattle belonging to small stock raisers on the Federal buffalo reservation near Ravalli this winter. The reserve has a growth of grass several feet high and this is declared to be more than the buffalo can possibly consume. The state has promised that the cattle will be free from any disease that might be transmitted to the buffalo.

HONOLULU GOES THIRSTY

Exports of Sugar Prevent Manufacture of Soda Water.

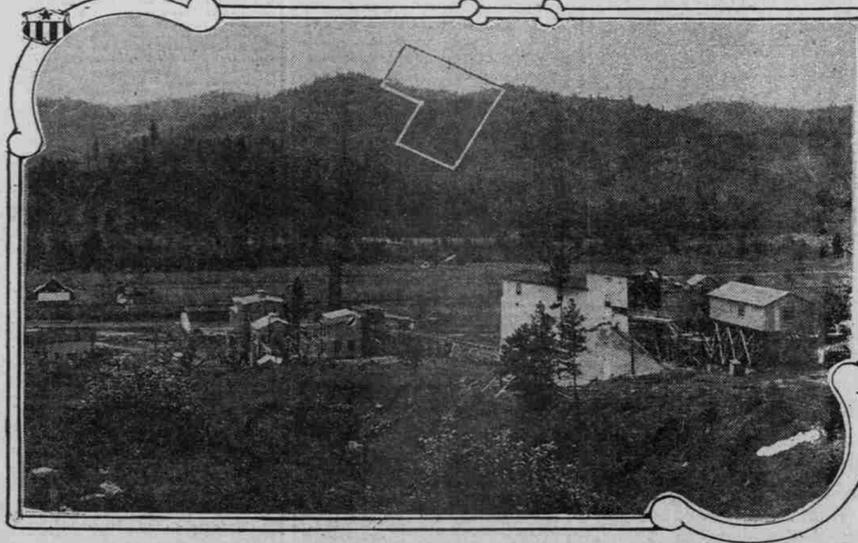
HONOLULU, Nov. 24.—Despite a record output of 560,000 tons of sugar on the Hawaiian Islands this year, these islands are faced with a soda water famine. The reason is ascribed to the immense exports of sugar. An even bigger output is promised for next year, but the same condition is threatened. Soda water is one of the most popular beverages in Honolulu. The Oriental races, which predominate here, show a great fondness for it. Manufacturers say they cannot produce as good a drink from brown sugar and that the question of color interferes with the use of the coarser sweetening.

BEHEMOTH'S JAW IS FOUND

Live Polar Bear Also Brought From Alaska on Herman.

SAN FRANCISCO, Dec. 10.—The lower jaw of a mammoth, said to be the only similar relic of the extinct behemoth now in existence was brought here recently from Point Barrow, Alaska, by the power schooner Herman. The relic was dug out of the snow by natives while the vessel was in Point Barrow harbor. The bear which possessed the jaw is said to have roamed over the Alaskan plains thousands of years ago. The jaw will be presented to an Eastern museum. A live polar bear was also captured near Point Barrow and brought down on the schooner.

THE BEAVER PORTLAND CEMENT COMPANY'S PLANT AT GOLD HILL ON THE ROGUE RIVER.



LOCATION OF MINE IS INDICATED BY L-SHAPED DIAGRAM ON SIDE OF MOUNTAIN. GOLD HILL, Or., Dec. 15.—(Special.)—The Beaman limestone property, known as the Merry Christmas claim, recently taken over by the State Lime Board, under a lease on a royalty basis, is located on the opposite side of Rogue River. The property consists of 60 acres with two veins of limestone extending entirely through the premises. It is located within 5000 feet of the Pacific Highway, the Southern Pacific Railroad and the Callifornia-Oregon Power Company's high-tension power line. The two distinct veins of limestone, which parallel each other, are 200 feet wide. Recent analysis made by the chemist of two large cement plants shows 95.45 and 97.54 per cent lime carbonate values, respectively. This report has been fully confirmed by other extensive analyses made for the Lime Board. The limestone will be conveyed from the quarry diagonally across Rogue River by an aerial tramway to a loading station near Rock Point. The selection of this property was made by the Lime Board after a thorough survey of other limestone deposits throughout the state. The property at Gold Hill was found to contain the best quality of limestone and was considered by the Board the most available for development. The owner of the property, J. H. Beaman, a well-known Southern Oregon mining man, was in Portland recently, where he ordered a complete equipment for the operation of the plant. It is probable that convicts from the State Penitentiary will be used for getting out the limestone. The product will be sold to the farmers of the state at actual cost of production and distribution.

FISHING PAYS WELL

Oregon Coast Abounds in Deep Sea Fish, Says Kellaher.

AVERAGE CATCH IS LARGE

City Commissioner Announces That He Intends to Put Fishing Plan Through Despite Any and All Opposition.

City Commissioner Kellaher, in charge of the municipal fish market, announced yesterday that he has offered more boats for operating off the Oregon coast on deep-sea work than he when the excellent opportunity for Portland in this line of business is thoroughly made known to members of the Port of Portland he will be able to obtain their permission to use the Joseph Pulitzer at a nominal rental. "This deep-sea fishing plan is one of the biggest things ever undertaken by the city of Portland," said Mr. Kellaher, "and should have the hearty and enthusiastic support of every public official and of the general public as well. It has possibilities as yet little understood by those who have made no study or investigation of it and if we are successful in this venture, fish, caught on our own coast, will have a right off our own coast, will have a mighty big part in 'licking' the Kaiser. The court called for assistance and hurriedly took a recess. Johnston had Mrs. Kuenzli brought into court on a charge of stealing the pig from him. Kuenzli claims that when the porker strayed into her yard she fed it for a week and advertised.

Fish Plentiful Off Coast.

Mr. Kellaher has received authentic information, much of it contained in Government reports, showing that there are immense banks of halibut off the Oregon coast, as well as other kinds of fish in quantity. As a result of investigations conducted by the Government in 1915 and 1916 it was found that many vessels of the Seattle fleet made trips to the Newport Bank and obtained excellent catches. During the period from May 10 to September 15, 1914, 553,500 pounds of halibut were caught. The report continues: "In August, 1914, the average schooner trip from Oregon was 42,800 pounds, 3000 less than the average schooner fare landed in Seattle during the same month. Compared with the average trip for the same month of the previous year, the Oregon catch was about 100 pounds greater.

Average Catch Heavy.

"In September the average trip from the Newport Bank exceeded by over 15,000 pounds the average of all schooner trips landed in Seattle in September of either year. The average catch of sound fish alone from off Newport during this month, compares favorably with the average Seattle fare, including mushy fish, being 24,687, as against 28,343 pounds at Seattle in 1914 and 35,657 pounds in 1913. The Seattle averages are based on 38 trips in 1913 and 70 in 1914, whereas the Newport data includes but six trips." The investigation disclosed that there is a nice run of halibut off the Oregon coast during the season. "Flounders, sole, red rockfish, black cod and dogfish were found to be prevalent in large quantities," says the report.

Seattle Fishermen Off Columbia.

"During the latter part of June and the first half of May practically the whole of the Seattle fishing fleet were fishing off the Columbia River. It is reported that 2,000,000 pounds of halibut were taken from that place. From 50 to 60 boats could be seen at one time fishing on an area not over two miles square. Prince Rupert and Vancouver boats also visited this place. "Black cod occur in great numbers along the coast of Washington and should support a large fishery if a demand can be created for this species. Black cod should also be marketed."

SHIP-LIFE HAS CHARM.

Drill Work, Fun and Play in Uncle Sam's Navy.

Rush McNair Hoag, in Leslie's. In our new Navy two things survive from the old order: the hammock and the bar. Port and starboard have gone and so has the grog, but as there must be room to mount and operate the guns and turrets, to carry the ammunition and fuel supply, and with the comple-

ment of a battleship at 1000 men, the hammock will remain with us. The sight of a sailor lugging his bag and hammock through the streets should, however, be no more, since he no longer has to carry his hammock with him when he is transferred. A small trunk, similar to that in use in the Army and which could be packed, should be substituted for the bag.

In the morning, at reveille, 1000 pairs of feet hit the deck and the ship bursts into life. Blankets are neatly folded in the hammock and a rope lashing is used to do the hammock into a neat bundle. Each man then unhooks his hammock from his billet and carries it to the stowage space provided. Fifteen minutes are allowed for this, and when the decks are cleared morning comes to breakfast. A half hour after reveille "turn to" sounds, and in the two hours before breakfast the decks are wet down, men wash their soiled clothing, scrub the decks, the "dirty" paintwork, the ship's side, giving such a house-cleaning as the average residence gets but twice a year.

At 7 o'clock breakfast is served, portable tables let down from their racks overhead, dishes passed to the various messmen from a central scullery and then the food brought from the galley. A cafeteria system tried out on a few ships has proved a success, the food being served more quickly, warmer and more appetizing.

At 8 o'clock all hands must be in the uniform of the day prescribed by the commander-in-chief and signaled to the fleet by the flagship. At 8:15 "turn to" is again piped by the boatswain's mates, and the final touches put to cleaning up for the day, shining the brasswork and cleaning the guns. Quarters for muster and drill is usually at 9 o'clock, when every man on the ship who can be spared from his duties falls in with his division and is inspected. As soon as all divisions have reported to the executive officer, the general alarm to battle stations is sounded and all hands go on the run to their "general quarters" posts. A "home" is a "good" important drill in the battle fleet, and no one is excused. It is the preparation for battle, and becomes such a part of the daily routine that the call to battle stations creates no excitement if sounded at midnight, and no matter where our ships may be now, by the touching and cleaning the guns. 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