

GABEER OF SHIPYARD AT ALBINA FINISHED

Big Plant to Go Back to Its Pre-War Basis.

17 STEEL VESSELS BUILT

Works of Which William Cornfoot Is Head Hereafter Will Engage in Repair Work Exclusively.

CORNFOOT—Marine

The Albina Engine & Machine works will build no more ships. The plant, which constructed 17 steel vessels, is being dismantled and in a short time will be back on its pre-war basis...

Notable Achievement Made. In recent years the largest repair job done by the Albina works was on the Kenkon Maru II, which was wrecked in Puget sound...

In the fall of 1916 Mr. Cornfoot made a contract with A. O. Anderson & Co. to build two vessels of 2200 tons capacity. He leased the ground and secured the vacation of streets between the two east side ferry slips...

Other Contracts Follow. He was subsequently given contracts for 15 additional vessels of 3800 tons capacity by the United States government...

Whisky Cause of Mutiny. A mutiny that reads like a page from Robert Louis Stevenson tale recently occurred aboard the American steamer Mariska...

TACOMA PLANT BREAKS RECORD. Machinists Complete Boring on Stern Frame in 21 Hours.

Japanese Start New Ocean Line. NEW ORLEANS, La., Sept. 20.—Establishment of a new line of Japanese steamers soon to begin service to New Orleans via Cape Horn and South American ports...

Movements of Vessels. PORTLAND, Sept. 20.—Sailed at 8 A. M. from Vancouver, U. S. destroyers Tarbell, Woolsey, Wickes, Lea and Warnell.

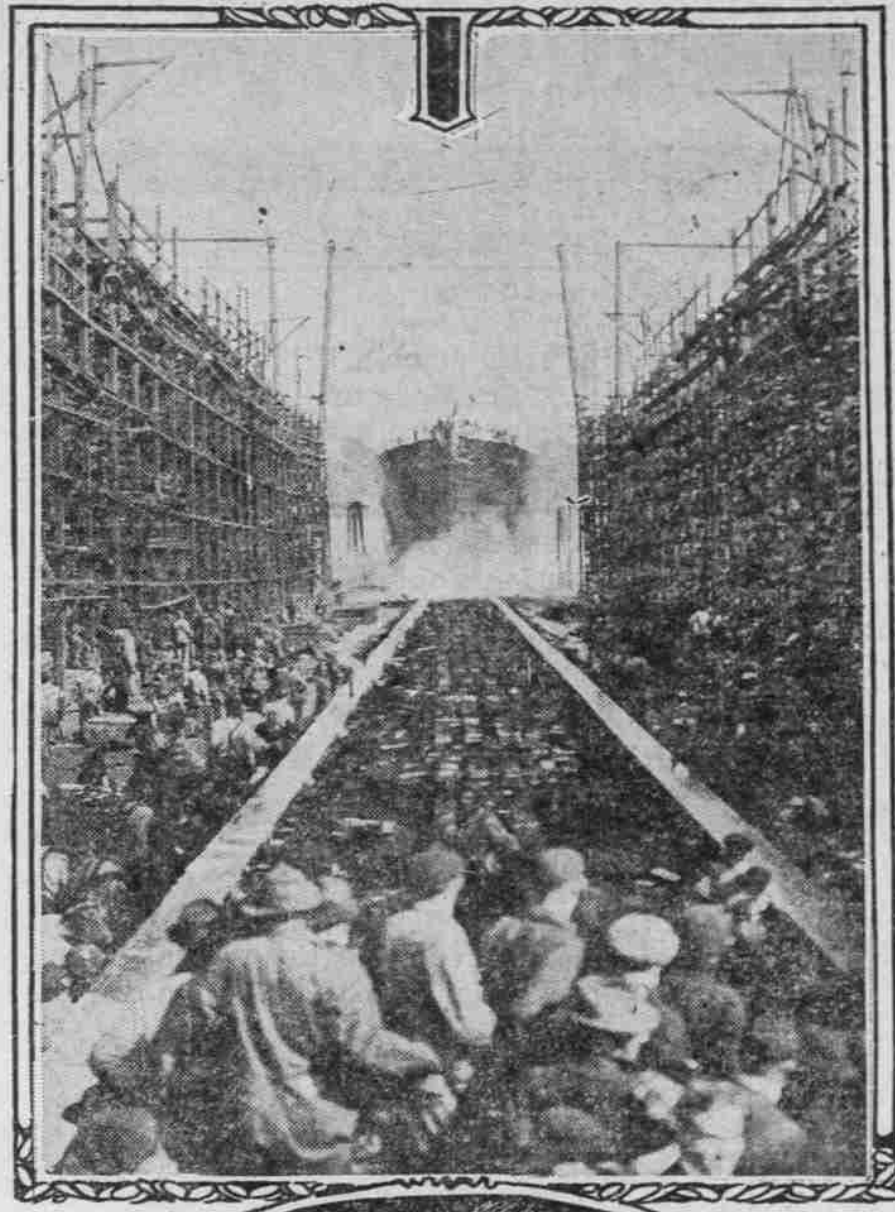
ASTORIA, Sept. 20.—Arrived at 6:45 o'clock last night, schooner Muriel, from San Francisco. Sailed at 10:30 last night, steamer Rose City, for San Francisco.

SAN PEDRO, Sept. 19.—Arrived—Steamer Mayfair, from Portland.

SAN FRANCISCO, Sept. 20.—Sailed at 11 A. M. steamer John Poulson, for Columbia river; sailed at 11 A. M. steamer City of Topoka, for Portland.

PORT ANGELES, Sept. 20.—Sailed at 7 A. M.—Norwegian motor schooner H. C. Hansen, for Columbia river and United Kingdom.

SCENES AT THE LAUNCHING OF THE STEAMER WEST SILETZ.



STEAMER WEST SILETZ TAKING THE WATER, AND MRS. MORT H. ABBEY, SPONSOR FOR THE VESSEL.



—Photos by Angelus Commercial Studio.

The 8800-ton steel steamer West Siletz was launched Thursday by the Columbia River Shipbuilding corporation. The vessel, which is the 29th hull launched at this plant, was named in honor of Lincoln county, Or., which surpassed all others in subscriptions to the Victory loan.

Mrs. Mort H. Abbey, of Newport, Or., who christened the West Siletz, was chosen for the honor of sponsoring the vessel by her brother-in-law, E. J. Abbey, who was chairman of the Lincoln county Victory loan committee.

Hansen, for Columbia river and United Kingdom. BALBOA, Sept. 17.—Arrived—Steamer Corvallis, from Portland for United Kingdom.

AVANCE'S TRIAL TRIP SUCCESS. Motorship Attains Average Speed of Nine Knots.

The motorship Avance, built by the Columbia Engineering Works at Linton, made her river trial trip Wednesday and performed to the complete satisfaction of her builders. The Avance, which is a 1000 deadweight ton craft, is the first vessel built on this coast to be equipped with Avance surface ignition engines. These engines are a Diesel type and were imported from Sweden. They proved their worth by driving the vessel at an average speed of nine knots, which was one knot more than was expected.

TACOMA PLANT BREAKS RECORD. Machinists Complete Boring on Stern Frame in 21 Hours.

TACOMA, Wash., Sept. 20.—(Special.)—Machinists at the Todd Drydock & Construction corporation's plant in Tacoma set a new record in shipbuilding when they completed the boring on the stern frame and bulkhead on hull No. 2 in 21 hours.

An eastern shipyard had the record heretofore of 37 hours on boring alone. The eastern record was eclipsed by the Todd workmen on hull No. 10 when they completed the job in 23 1/2 hours and then went out and bested their own record.

Now the waterfront division of the plant is keeping pace with the construction department.

Japanese Start New Ocean Line. NEW ORLEANS, La., Sept. 20.—Establishment of a new line of Japanese steamers soon to begin service to New Orleans via Cape Horn and South American ports, was announced here today by a representative of Nakamura & Co., of Tokyo, Japan, the operating company.

Vessels in Port. West Munham, Pacific Steamship company, St. Johns terminal. West Hartland, Pacific Steamship company, St. Johns terminal. Alumna, A. F. Deane & Co., Inman-Poulson mill.

Berlin, Alana-Portland Packers' association, municipal dock No. 1. Dertona, Columbia-Pacific Shipping company, Victoria dock No. 1. Brentwood, Columbia-Pacific Shipping company, Victoria dock No. 1. Oakland, Alberts & O'Neil, Inman-Poulson mill.

Last Cheswald, Pacific Steamship company, municipal dock No. 1. Moosbee, Columbia-Pacific Shipping company, municipal dock No. 1. Aspenhill, Columbia-Pacific Shipping company, Astoria. El Seguinte, Standard Oil company, Wilbridge.

Colindo, Pacific Steamship company, P. M. 1 dock. Lassen, Dunt & Russell, Prescott. La. Merced, Standard Oil company, St. Helena. Hatco, Hammond Lumber company, Tongue Point.

Harvard, Chas. Nelson & Co., North Pacific Lumber company. Elsie, A. O. Anderson & Co., municipal dock No. 1.

Columbia River Bar Report. NORTH HEAD, Sept. 20.—Condition of the bar at 5 P. M.—Sea smooth; wind north-west, 15 miles.

TWO SHIPS OFF FOR ORIENT IN TWO DAYS

Both Steel Carriers and Both Go Heavily Loaded.

BIG LUMBER CARGO SENT

West Segovia Has 4,500,000 Feet of Timber Aboard—West Hartland Takes General Cargo.

Two steel ships dispatched to the Orient in two days will be Portland's second upon the departure this afternoon of the steamer West Hartland from the St. Johns municipal terminal.

The steamer West Segovia, loaded with 4,500,000 feet of lumber, sailed from Astoria, where she has been coaling, at noon yesterday. The departure of the West Hartland was set for 2 o'clock in the afternoon.

The West Segovia, with her Pilsmeil mark flush with the water, was loaded with as large a lumber cargo, according to her operators, as will ever be loaded on a vessel of her type, and the largest ever placed on a shipping vessel leaving this port.

When it became evident that the Waban would not be available for the August sailing, the West Hartland, an 8500-ton vessel, was assigned in her place by C. D. Kennedy, agent of the division of operations of the shipping board. The Waban, now nearly complete, will be turned over by the builders this week, and is expected to sail about October 4.

Beginning with the sailing of the Waban, according to the promise of the operations division of the shipping board to the Pacific Steamship company, the regular 28-day sailing schedule will be turned over by the builders this week, and is expected to sail about October 4.

Weekly Sailings Planned. It was recently reported that the Pacific Steamship company has asked the shipping board for a fifth steamer for the oriental run, but this request has not as yet been acted upon.

Pacific Coast Shipping Notes. ASTORIA, Or., Sept. 20.—(Special.)—Five destroyers arrived from Vancouver, Wash., and sailed for San Diego.

He was notice server to the Hackney borough council, who left an estate of 5982 (\$4915) and who desired his body cremated and the resultant ashes placed in a large old jam jar which belonged to his mother, that Portland cement and sand mixed with water may be poured therein until a solid block of concrete is formed, and such block buried in some place unlikely to be disturbed or alternately thrown into deep sea water.

Tides at Astoria Sunday. High. Low. 6:07 A. M.—7.7 feet/6:06 A. M.—0.0 feet. 1:10 P. M.—7.5 feet/3:30 P. M.—1.2 feet.

The age of 90 is known to have been reached by a gray parrot, and there are many statements of birds of the parrot family having lived for over a century.

NEW PENINSULA VESSEL WHICH WILL CARRY TIES TO ATLANTIC.



STEAMER BRENTWOOD.

The new wooden steamer Brentwood was originally allocated to carry a cargo of lumber from Grays Harbor to Cuba, but defects discovered in the hull of the steamer Dertona, as this is the largest lumber cargo ever loaded on a wooden shipping-board vessel. Because of the difference in the tonnage of the two vessels, only a portion of this record cargo can be placed on the Brentwood.

The Dertona arrived in Portland harbor yesterday from Astoria, and the transfer of cargo will be made here by Brown & McCabe, stevedores. A vessel from Puget sound, Mr. Kennedy said yesterday, will probably be designated to carry the lumber cargo from Grays Harbor to Cuba, as no other ship is available here at present.

FOUR VESSELS TAKE LUMBER CARGO

Cereal Workers and Long-shoremen Continue Strike.

TWO VESSELS LIE IDLE

Grain Handlers on Docks Seem Undecided Whether to Join in Walkout.

Further efforts at a reconciliation between the striking cereal workers and longshoremen and the dock operators were unavailing yesterday and the situation on the water front remains unchanged with two shipping-board vessels, the West Munham and the West Cheswald, lying idle and now awaiting cargoes of flour.

The West Munham was shifted Friday night from the Portland Flouring Mills dock to municipal dock No. 1 where a quantity of "flour" flour was lying, which the longshoremen were willing to load. It developed, however, that the quantity of flour there was insufficient to complete the vessel's cargo, so after longshoremen had been ordered to work there yesterday morning they were called off before the loading was started. The operators deemed it inadvisable to add to the West Munham's cargo without completing it on the ground that it may become necessary to remove what cargo has already been stowed and load the vessel with lumber or some other product. The longshoremen are willing to handle without reservation.

The West Cheswald, lined and ready for flour loading, lay idle at her pier where it is reported that the vessel also may be loaded with lumber if a settlement is not reached within a few days by which her cargo of flour can be handled.

Grain handlers on the various docks, after a special meeting called Friday night to consider the strike, continued work yesterday. Another special meeting of this union will be held at 2 o'clock this afternoon. The grain handlers are apparently in a state of unrest and are believed to be wavering between striking and remaining at their work.

SHARE IN MILLS PROPOSED

PRESIDENT EMERITUS OF HARVARD OFFERS LABOR PLAN.

Laws to Prohibit Strikes on Public Utilities or in United States Service Also Suggested.

BOSTON.—Dr. Charles W. Eliot, president emeritus of Harvard University, is in favor of universal adoption of occupational management of industries with employer and employes having equal representation on managing committees. He further favors the management of public utilities that have to do with the necessities of life.

"But," he says, "I doubt very much if either of the political parties will pass effective legislation of this character. I have advocated a slow-working treatment for the strife between capital and labor, requiring no new treatment whatever. My plan requires, first, on the part of the employer, the following: 'Abandonment of despotic government of industries dealing with necessities of life.'

"Adoption of means to promote the health and education of employes and their families. 'Universal adoption of co-operative management and discipline throughout the plant, employer and employes to have equal representation in managing committees.'

"General adoption of a genuine partnership system between capital and labor whereby the returns after wages are paid shall vary with the profits. Employes should have full knowledge of the accounts. 'Universal acceptance of collective bargaining through elected representatives on each side.'

"On the part of the employes the plan calls for the following: 'Abandonment of the doctrine of limited output by the employer. 'Abandonment of the idea of working as few hours as possible and without interest or zeal during those few hours. 'Absolute rejection of the idea that leisure rather than work should be the object of life. 'Abandonment of the idea that capital is the natural enemy of labor, and that unorganized laborers are traitors to their class. 'Abandonment of all violence toward person and property in industrial disputes. Read The Oregonian classified ads.

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NEW FOOD SOURCES FOUND

Important Discoveries Made by Chemical Researchers.

PHILADELPHIA.—New food sources and important discoveries made by chemical researchers. One of the most important discoveries made by chemical researchers is the discovery of a new source of food, which is a type of starch which is more digestible than the starch which is commonly used in food.

The Chinese hundreds of years ago recognized the worth of foods of this class and employ them in their savory stews, adding a little meat to give flavor. Thus chop suey, containing as it does a mixture of meat, beans, and peas, is an excellent substitute for the starch which is commonly used in food.

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Some of the new industries are concerned with the putting of milk into the form of milk powder. The vitamins of the milk are preserved in the powder, and the powder is more easily stored and transported than the liquid milk.

As shown by recent researches of the food chemists, milk, even at what is regarded by many as an excessive price, is a more valuable food than any other food. It is a more valuable food than any other food.

Dr. William Greick, of St. Paul, a member of the American Chemical society, who has for years been conducting a study of the milk problem, declared a few days ago that there is a wide range of nutritive values in buttermilk. A method has been discovered for condensing it into a semi-solid smooth cream. Eight to ten pounds of this material when added to a barrel of flour produce a loaf of far greater food value than that of the bread of the ordinary baker. The structure of the bread and produce an agreeable milk flavor.

The sugar of milk which still remains in the buttermilk is not only a valuable food but also combined with the dextrin in the flour makes a delicious brown crust which appears at a comparatively low cost of moisture. It will cause economy not only in the bakery but in the household, but it will make a considerable difference when the loaf of bread are prepared by the thousand.

Dr. Charles La Wall of Philadelphia, chemist to the food bureau of the Pennsylvania State university, and a member of the American Chemical society, draws attention to the invaluable knowledge regarding food and its nutritive value which is being gained by the most important contribution to science along these lines is the recognition of the existence of those food accessory principles known as the "vitamins," without which life and growth can not continue no matter how pure the food which well balanced the ration otherwise.

"To the research chemist," he said, "we are indebted for improvements in the quality and nutritive value of many staple foods such as bread, as well as many prepared and manufactured food products. We also owe many new foods like glucose, oleomargarin, and hydrogenated fats, which include lard and margarine, and many other products. Many similar articles have been widely spread economic and nutritional importance. Through the efforts of the chemist has come our knowledge which prevents the spoilage of much food which otherwise would go to waste."

The experiments now in progress for obtaining edible oils from corn, wheat and even from that despised roadside pest, the cocklebur, are significant instances of the widespread efforts of scientists to solve the food problems of the day.

WHITE HOUSE EXPENSIVE

More Than \$1,000,000 Spent Since Beginning on Refurbishing.

KANSAS CITY.—Just 100 years ago President Monroe indulged in little extravagance. He "blew himself" into a bathtub. It cost \$30, and for a long time thereafter was the only bathtub in the White House.

The historic mansion has been pretty well repaired in progress. The Elsie left for Portland originally was taken to date by the three whalers of the Bay City station. The catch is but 10 under that of the same date last year, although four whalers were in last season as against three this year. The vessels are still going out regularly over the bar and a few whalers are being added weekly to the catch. Only a few sperms have been taken this year.

ADBERDEN, Wash., Sept. 20.—(Special.)—A total of 149 whales have been taken to date by the three whalers of the Bay City station. The catch is but 10 under that of the same date last year, although four whalers were in last season as against three this year. The vessels are still going out regularly over the bar and a few whalers are being added weekly to the catch. Only a few sperms have been taken this year.

The emergency fleet steamer Passett arrived today from Seattle and will load cargo at the American mill, Aberdeen. The steamer Carmel and Tamalpais sailed today for San Francisco. The Carmel sailed at the E. K. Wood, Hoquiam. Ships in port tonight are Daisy Freeman, Susan, and Helen Quenzel. The Freeman and Svea expect to clear tomorrow.



Various Methods of Examination

Odd to tell, the large fact that the eye is alive and not a rigid, inanimate box is only too often forgotten by both opticians and oculists. They think in terms of lenses and anatomy, and too often forget muscular tension, tissue strain and the other vital tissues.

THE LIVING EYE

is not a dead device or a scientific instrument of precision. It is a pulsating, adaptable, living thing subject to changes of humor, health, tone, fatigue, vitality, foods eaten and drugs taken.

Years of study, much practical experience and keen judgment must be used to determine the exact lens to prescribe—to assure Perfect Fitting Glasses.

Here you receive the benefit of more than 20 years' experience and the best equipped and most modern sight-testing establishment in Portland.

Dr. Wheat

Eyesight Specialist 2D FLOOR, MORGAN BLDG. Entrance on Washington Street

expensive from first to last. Up to date considerably more than \$2,000,000 has been spent on it, including repairs and refurnishing.

Its cornerstone was laid by George Washington in a bare field October 1, 1792. Since then it has been twice rebuilt—after the British burned it and again during the Roosevelt administration. It was commonly called in early days the Great House, or the President's Palace.

Recently Mr. Tumulty again gave out the announcement that the White House would be closed to visitors for some time to come, "because of necessary repairs." It seems forever to be needing repairs and refurnishing and for the latter purpose much more than \$1,000,000 has been expended since the beginning.

Inevitably there will be a third rebuilding some day. Plans and a model of the White House as it ought to be, with added wings, have already been made.

DARING LEAP SAVES CHILD

Telegrapher From Pilot Pulls Girl From Railroad Track.

VALPARAISO, Ind.—Clinging to the pilot of a Chesapeake & Ohio passenger train engine, Frank J. Long, telegraph operator at Malden, Ind., reached forward and pulled a 4-year-old child to safety from the track as the train sped down upon her.

Long saw the little girl playing with cinders in the middle of the track as the train whistles into his station. There was scant time to act, and as the train passed Long leaped upon the pilot of the engine, held on with his left hand, while he reached out with his right to save the child. The train rushed a hundred yards past the place where the child had been playing before it could be stopped.

TRAVELERS' GUIDE



S. S. CITY OF TOPKA Sails at 9 P. M. Sept. 24, for Coos Bay, Eureka, San Francisco, connecting with the train whistles into his station. Tickets sold to all these points and baggage checked through.

Round trip summer excursion tickets on sale in September 30th only. Three weeks in Florida ports. Make reservations three weeks in advance.

Ticket office, 161 Third street. Main 1466; A. 3321. Local Freight Office: E. 4321. PACIFIC STEAMSHIP COMPANY.

SAN FRANCISCO S. S. Rose City

Depart—12 Noon SEPTEMBER 28 From Astworth Dock Fare includes Berth and Meals. City Ticket Office, 3d and Washington Phone Main 3530* Freight Office, Astworth Dock Phone Broadway 268 SAN FRANCISCO & PORTLAND S. S. LINES

STEAMER

for SAN FRANCISCO, LOS ANGELES AND SAN DIEGO SAILING MONDAY, 23d P. M. M. Boland, Agent, 122 Third St. Phone Main 26.

STEAMERS

The Dalles and Way Points. Sailings, Tuesdays, Thursdays and Saturdays, 7 A. M. DALLES COLUMBIA LINE Taylor St. Dock. Main 8665. AUSTRALIA Honolulu, Suva, New Zealand. The Palatal Passenger Steamers R. M. S. "MAGARA" R. M. S. "WAKARA" 20,000 Tons 15,500 Tons Sail from Vancouver, B. C. For fares and sailings apply Can. Pac. Railway, 25 Third St., Portland, or Canadian-Pacific Royal Mail Line, 410 Seymour St., Vancouver, B. C.