CONCRETE WORK ON CANAL STOPS

Lack of Gravel Ties Up Operations at Celilo Completely.

NO CARS TO HAUL GRAVEL FROM PIT

Colonel Roessler, United States Engineer, Visits Scene of Operations and Is Now Besieging Railroad People for Redress.

All concrete work on the Celilo canal has been discontinued for the time being because of the car shortage. The O. R. & N. company has failed to give the contractors cars to haul gravel from the pit near Umatilla with the result that they have no material on hand for concrete. This is considered a most serious matter because now is the time of year when good progress should be made on the canal.

Colonel S. W. Roessler, United States engineer, returned from Celilo last night and now is conferring with the railroad people for redress. In his opinion six cars would be sufficient to supply the material wanted and he believes these ought to be furnished without crippling the road.

"But for the lack of gravel and sand for the concrete, work on the Celilo canal would now be progressing very nicely," said Colonel Roessler, and I hope the railroad people will see their way clear in some way to give us at least six cars. While at Celilo I also investigated the complaints of several fish trap men who declare the silt sluiced from the head of the canal works drives the salmon from their usual course, leaving the traps to operate in vain. The mud sluiced from the canal does discolor the water some for a distance, but I will have to look into the matter quite thoroughly before being able to pass any decision as to what stand to take in the premises."

CAPTAIN SAVES SAILOR.

Master of Alliance Performs Brave Deed in Harbor.

Every now and then a sailor falls overboard in trying to board his vessel, especially after dark. A few nights ago a man, from the French bark Colonel Villebois du Murieal, fell overboard. It was late at night and pitch dark. No one heard the splash until several minutes later when Captain Olson of the steamer Alliance heard faint groans from under the dock where his vessel was berthed, astern of the French bark.

Without calling for assistance Captain Olson rushed to the east slip of the old Albina ferry, tore a rowboat from its moorings and by means of a board paddled to the place whence he thought the sounds came.

In the dark he discovered a bearded Frenchman clinging to one of the piles, his face distorted from agony and fear. Captain Olson grabbed him but the sailor would not let go his hold on the piling for some time and in the scuffle the rowboat nearly tipped over. He was finally brought ashore and taken on board the vessel, where a few hot drinks soon brought him around again.

IN FROM COOS BAY.

Steamer Alliance Arrives Day Ahead of Schedule.

The steamer Alliance sighted a large number of sailing vessels in the vicinity of the mouth of the Columbia river, when outside yesterday noon, but their identity could not be made out. Most of them stood out to sea to avoid going ashore in the rough sea. The French barks Brizeux and Le Pilier towed in when the Alliance steamed into the bay.

Captain Olsen says that the trip north was stormy with a heavy sea, but nevertheless everybody fared well on board. The passenger list was full and the freight was about all that could be stowed away in the hold.

The Alliance got in 24 hours ahead of time in order to wash boilers and get away on time Saturday. She is at Couch street today discharging freight. There were three steamers abreast there for a while this morning, the steamer Redondo, loading for Seattle, and the Northland having finished discharging general cargo from San Francisco.

TELLUS WRECK SOLD.

Steel Vessel and Cargo Worth $95,000 Brings $210.

(Special Dispatch to The Journal.)

Hoquiam, Wash., Oct. 3.—The sale of the wrecked Norwegian steamer Tellus, ashore near the entrance to Gray's harbor, was announced yesterday as having been made, for the sum of $210, the purchaser being Morrison & Weissman of San Francisco. The best bid made at this end of the line was $150 from the Lindstrom Shipbuilding company.

As the vessel is a complete wreck, and it being believed that the cargo cannot be recovered, the sum paid is considered large. The steamer was valued at $75,000 before she went ashore and she carried a cargo of coal valued at $20,000. Two lifeboats and the ship's chronometer sold for $90, making the total amount of $300.

Under ordinary conditions it is doubtful if the vessel would have gone to pieces so rapidly. Unusually high tides with the winds and heavy seas made quick work of the wreck.

STEAMER BORDERER FIXED.

Large Tramp Will Carry Wheat From Portland.

Immense quantities of wheat are now being brought into the warehouses along the waterfront both from the O. R. & N. and Northern Pacific territories and exporters are engaging vessels as quickly as they can be had to carry away the wheat for Europe or the orient.

The charter of the large British steamer Borderer was announced this morning. She is now on her way from Newcastle, Australia, for San Francisco with a cargo of coal and will be here during the early part of November. The Borderer registers 2,835 tons net.

VESSEL TOTAL LOSS.

French Bark From Portland Ashore in England.

According to cablegrams from London today, the French bark Leon XIII, which went ashore in a storm on the coast of England yesterday, will be a total loss. The latest reports said the crew was in the rigging, waiting to be taken off.

The Leon XIII left Portland on April 27, this year, with a cargo of wheat shipped by G. W. McNear & company. She reached Queenstown on the 10th of this month and received orders to proceed to a port in England to discharge. It was on her way from Queenstown that she was driven ashore. Captain Lucas has a large number of friends here.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Breakwater, Coos Bay	Oct. 4
City of Panama, San Francisco	Oct. 6
Roanoke, San Pedro and way	Oct. 9
Alesia, orient	Oct. 10
Redondo, Seattle	Oct. 10
Alliance, Coos Bay	Oct. 10
Costa Rica, San Francisco	Oct. 12
Numantia, orient	Oct. 23
Nicomedia, orient	Oct. 25
Arabia, orient	Dec. 25

Regular Liners to Depart.

Redondo, Seattle	Oct. 3
Costa Rica, San Francisco	Oct. 3
Alliance, Coos Bay	Oct. 5
City of Panama, San Francisco	Oct. 3
Breakwater, Coos Bay	Oct. 9
Roanoke, San Pedro and way	Oct. 10
Costa Rica, San Francisco	Oct. 15
G. W. Elder, San Pedro and way	Oct. 17
Alesia, orient	Oct. 18
G. W. Elder, San Pedro and way	Oct. 29
Nicomedia, orient	Nov. 2
Numantia, orient	Nov. 30

Vessels in Port.

Yola, Br. sh.	N. P. Mills
Dalgonar, Br. sh.	Stream
Slam, Gr. sh.	Portland Lumber Co.
North King, Am. tug	Astoria
Antelope, Am. sch.	Foot of Lincoln
St. Nicholas, Am. sh.	Astoria
Strathness, Br. ss.	Portland Lumber Co.
North Star, Am. tug	Astoria
Col. de Ville Muriel, Fr. bk.	stream
Berlin, Am. sh.	Goble
Emily F. Whitney, Am. bk.	St. Johns
Grays Harbor, Am. ss.	Will. I. & S. wks.
Salvator, Am. sch.	Astoria
Admiral Borrenson, Nor. ss.	Linnton
Redhill, Br. ss.	O. R. & N.
Irene, Am. sch.	Prescott
Tymeric, Br. ss.	O. & C.
Casco, Am. ss.	Rainier
Den of Airlie, Br. ss.	Oceanic
Wallacut, Am. barge	East Burnside
Genevieve Mollinos, Fr. bk.	Greenwich
W. F. Jewett, Am. sch.	Goble
W. F. Garms, Am. sch.	Knappton
James Ralph, Am. sch	Westport
Redondo, Am. str.	Couch street
Aurelia, Am. ss.	Ainsworth
Laennec, Fr. sh.	Astoria
Turgot, Fr. bk.	Astoria
Geo. W. Elder, Am. ss.	Martin's dock
Northland, Am. ss.	Oceanic
R. D. Inman, Am. ss.	Oceanic
Alliance, Am. ss.	Couch street
Le Pilier, Fr. bk	London
Brizeux, Fr. bk	Newcastle, N. S. W.

Lumber Carriers En Route.

Thomas L. Wand, Am. str.	San Francisco
Susie M. Plummer, Am. sch.	Guaymas
Lettitia, Am. sch.	San Francisco
Mabel Gale, Am. sch.	San Francisco
Virginia, Am. sch.	Port Los Angeles
Lakme, Am. ss.	San Francisco
J. B. Stetson, Am. ss.	San Francisco
Excelsior, Am. ss.	San Francisco

En Route With Cement and General.

Buccleuch, Br. sh.	Hamburg
Brenn, Fr. bk.	Hull
Europe, Br. sh.	Antwerp
Rene Kerviler, Fr. sh.	Hamburg
Martha Roux, Fr. bk.	Hamburg
Mozambique, Br. bk.	Newcastle, E.
Samoa, Br. bk.	Shields
Thiers, Fr. sh.	Newcastle, E.
Marechal Turrene, Fr. bk.	Hamburg
Ville de Mulhouse, Fr. bk.	Antwerp
Guethary, Fr. bk.	Antwerp
Pierri Loti, Fr. bk.	Antwerp
Walden Abbey, Br. sh.	Antwerp
Glenesslin, Br. sh.	Antwerp
Versailles, Fr. bk.	Leith
General de Boisdeffre, Fr. bk.	London
General de Negrier, Fr. bk.	London
Bayard, Fr. bk.	Antwerp
Ville de Dijon, Fr. bk.	Antwerp
Alice Marie, Fr. bk.	Antwerp
Eugene Rergaline, Fr. bk.	Antwerp
H. Hackfield, Gr. bk.	Honolulu
Arctic Stream, Br. sh.	Rotterdam
Crown of India, Br. bk.	Antwerp
Cornil Bart, Fr. bk.	Antwerp
Jules Gommes, Fr. bk.	Rotterdam
Edward Detaille, Fr. bk.	Antwerp
Emilie Galline, Fr. bk.	London
Ernest Legouve, Fr. bk.	Antwerp
Rajore, Br. sh.	London

Coal Ships En Route.

Belen, Fr. bark	Newcastle, A.
Claverdon, Br. sh.	Newcastle, A.
Willscott, Am. bk.	Newcastle, A.
Port Patrick, Br. sh.	Newcastle, A.
St. Mirren, Br. sh.	Newcastle, A.
Crillon, Fr. bk.	Newcastle, A.
Ardencraig, Br. bk.	Newcastle, A.
Eugene Schneider, Fr. bk.	Newcastle, A.
Buffon, Fr. bk.	Newcastle, A.
Castle Rock, Br. sh.	Sydney, A.
Knight Templar, Br. ss.	Newcastle, A.
Henry Villard, Am. str.	Newcastle, A.
Thordis, Nor. str.	Moraran, Japan
Homeward Bound, Am. bk.	Newcastle, A.
Emily Reed, Am. sh.	Newcastle, A.
Ancalos, Br. sh.	Newcastle, A.
Brodick Castle, Br. sh.	Newcastle, A.

Tramp Steamers En Route.

African Monarch, Br. ss.	Japan
Inveran, Br. ss.	Port Los Angeles
Ferndene, Br. str.	San Francisco
Terje Viken, Nor. ss.	San Francisco
Strathenrik, Br. ss.	San Francisco
Indian Monarch, Br. ss.	San Francisco
Strathfillan, Br. ss.	Vancouver, B. C.
Strathearn, Br. ss.	San Francisco
Netherlee, Br. ss.	Bremerton
British Monarch, Br. ss.	San Francisco
Fitzpatrick Br. ss.	San Francisco
Bramley, Br. ss.	San Francisco
Garscube, Br. ss.	San Francisco
Hercules, Nor. ss.	San Francisco
Belle of Ireland, Br. ss.	San Francisco
Borderer, Br. ss.	San Francisco

Oil Steamers Due.

Maverick, Am. ss.	San Francisco
Col. E. T. Drake, Am. ss.	San Francisco

En Route in Ballast to Load Grain.

Gael, Fr. bk.	Puget Sound
Miltonburn, Br. bk.	Santa Rosalia
Dumfireshire, Br. sh.	Port Los Angeles
Sully, Fr. bk.	San Francisco
Celtic Chief, Br. sh.	Honolulu
Admiral Cornouller, Fr. bk.	San Fr.
Strathgryfe, Br. sh.	Callao
Castor, Br. sh.	Valparaiso
Noemi, Fr. bk.	Seattle
Alsterkamp, Ger. sh.	Caleta Coloza
Schubek, Ger. bk.	Valparaiso
Glenelvan, Br. sh.	Santa Rosalia
Ostara, Ger. sh.	Valparaiso
Amazon, Br. bk.	Mollendo
Alexander Black, Br. bk.	San Diego
Windsor Park, Br. sh.	Caldera
Clan Buchanan, Br. sh.	Santa Rosalia

ALONG THE WATERFRONT

The steam schooner R. D. Inman arrived at Oak street this morning from San Francisco. After discharging 200 tons of cargo she shifted to Oceanic dock to load wheat.

The steam schooner Aurelia is at Ainsworth wharf today discharging general cargo from San Francisco. She will probably load lumber at Vancouver for a cargo south.

The Harriman liner Costa Rica, Captain Mason, sailed this morning for San Francisco from Ainsworth wharf.

The oriental liner Arabia sailed for China and Japan at 3 o'clock yesterday afternoon.

The schooner Andy Mahoney cleared today for San Francisco with 705,500 feet of lumber.

The British steamer Strathness will finish loading at the mills of the Portland Lumber company this afternoon and sail for Melbourne, Australia, tomorrow morning. She will probably return here with coal.

The British steamer Comeric put into Astoria last night for a supply of coal. She is bound north from San Francisco, and ran into stormy weather that held her back longer than was expected. She is understood to be bound for Puget sound.

James Donovan, a longshoreman, was quite seriously injured yesterday while loading lumber on the steamer Strathness at the mills of the Portland Lumber company. A large timber hit him on the foot with such force that he was rendered unconscious. The injury, however, is not of such nature as to make its effect permanent.

MARINE NOTES

Astoria, Oct. 3.—Outside at 10 a. m., steamer Atlas, from San Francisco; arrived down at 7:45 a. m., Norwegian steamer Elsa; left up at 11:30 a. m., French bark Turgot; arrived in during the night, British steamer Comeric, short of coal.

San Francisco, Oct. 3. — Arrived, schooner Transit, from Astoria; steamer Excelsior, returned with machinery disabled.

Astoria, Oct. 2.—Left up at 2:20 p. m., French ship Laennec; left up at 3 p. m., steamer Alliance; arrived down at 7 p. m., French bark Vincennes and steamer Asuncion; sailed at 6 p. m., steamer Nome City, for San Francisco; left up at 10 p. m., steamer Aurelia.

London, Oct. 2.—French bark Leon VIII, from Portland, was driven ashore on rocks near Seafield during gale, probably total loss.

Queenstown, Sept. 27. — Arrived, French bark Michelet, from Portland.

Newcastle, N. S. W., Sept. 29. — Arrived, British bark Zinita, from Portland.

Cherbourg, Sept. 29.—Passed, French bark Jules Grommes, for Portland.

Astoria, Oct. 3.—Condition of the bar at 8 a. m., rough; wind southeast, three miles; weather cloudy.

Tides at Astoria today: High water, 10:39 a. m., 7.2 feet; 10:30 p. m., 7.5 feet. Low water, 4:15 a. m., 1.0 feet; 4:45 p. m., 3.0 feet.

RAILWAY MAILMEN HOLD CONVENTION

(United Press Leased Wire.)

Fort Worth, Tex., Oct. 3.—The sixteenth annual convention of the Railway Mail association was called to order this morning. The visitors will be tendered a reception at the hotel Worth this evening. Business sessions will be held tomorrow and Saturday. One of the most important questions to be considered by the convention is action looking to a more equitable organization of the service. Demands for better protection of the lives and limbs of mail clerks will also be made. The postal department will be asked to devise a pension system for the aged and disabled.

SELECT EAST SIDE SLOGAN TONIGHT

The slogan contest of the East Side Business Men's club closed today at noon. More than 200 letters have been received and the number of answers will probably run higher. There was a great influx of answers during the last few days and the representation noted by these letters was amazingly large. No effort was made to advertise the contest outside of the east side other than through the announcements made in the columns of the newspapers, but answers have come hundreds of miles.

The regular meeting of the club takes place tonight at the parlors of the East Side Athletic club, in the Healy building, East Morrison street and Grand avenue. The envelopes will be opened and the most suitable slogan selected. A prize of $50 will be awarded the person who suggests the slogan that seems most suitable for the purposes of the organization.

LABOR SITUATION.

Talks with Some of the Leading Employment Agencies of the City.

The interviews appended from some of the leading employment agencies will serve to throw some light upon the labor situation:

"There is plenty of work of all kinds, wages is better than it has been in Portland for 15 years," says H. J. Bennett, manager of the Red Cross Employment company. "A man does not need to have a cent in his pocket to get work. I have given work to 4,200 men since the first of last May, for one company alone, without charging them office fees, and giving them free fare to the place of employment. If a working man is able to pay, we charge him $1 office fee for the position, and if it is a railroad job he gets transportation to the place where he is to work. We guarantee to the laborer the position to which we send him. If he is disappointed which very seldom occurs, we refund to him his fee and the expense he has been put to trying to get the position. In employing men in gangs we deliver them to the place of work in person so both the employer and employee will not be disappointed."

C. R. Hansen, manager of the Hansen Employment company, in speaking of the labor situation said: "Wages is higher than ever in the history of Portland, caused by the large amount of work in the state, principally in logging camps, railroad construction camps, lumber mills and building construction in the city. Common laborers are getting $2.50 to $3.00 per day in the city and as high as $4 per day in logging camps. These prosperous conditions have their drawbacks, for it makes the laborers independent, and unreliable. The large wages they get has a tendency to make them dissatisfied, and no matter what the work is, or the amount they receive for it, they are continually changing and looking for jobs that pay more than the one they have. We ship nearly 100 men every day to construction camps, located in Montana, Idaho, Washington and Alaska. A laborer can get free transportation to work in Alaska, for an office fee of $2, receiving wages from $3.50 to $6 per day. We verify every order we receive, and guarantee the working man the situation to which we send him. If the working man has no money, we get him a position paying $2.50 or $2.75 per day, and nothing is deducted from his wages."

The Red Cross and Hansen's are two of the oldest and best known employment agencies on the coast, and many companies depend upon them for their help.

GERMANY IN FEAR OF STANDARD OIL

(United Press Leased Wire.)

Berlin, Oct. 3.—A fresh protest against the Standard Oil company's encroachment on the German field is being raised by the local oil dealers owing to the latest maneuvers of the company's German branch, requiring small retailers to make exclusive contracts. One paper calls upon the retailers to consider well lest they be devoured "hide and hair," by the American octopus.

BOARD OF FINANCE BUYS SCHOOL BONDS

Olympia, Wash., Oct. 3.—The state board of finance today purchased the following school bonds, out of the normal school permanent fund, paying 5 per cent: Douglas county, district No. 155, $1,500; Yakima county, district No. 82, $900; Lincoln county, district No. 146, $750; Walla Walla county, district No. 8, $1,500.

MADE SURE

(Continued from Page One.)

gash in his throat and on his way to the yard stumbled over a pile of loose boards and boxes. It is supposed from the amount of blood on the pile of lumber he must have laid there some time before rallying enough strength to carry out his determined effort to destroy his life. His wife and child are still ignorant of his rash act. Both are gradually recovering from the severe attack of the disease.

Claxton was in the employ of The Journal. He was traveling agent, covering the district in eastern Oregon, and was one of the ablest and oldest men in the service of the paper. His accounts with The Journal Publishing company were straight to the smallest detail. He had returned last Friday from a special trip in the interests of the anniversary edition.

Arriving home after a two-weeks' trip he found his wife in a precarious condition and his little daughter not much better. In building his home on East Forty-fourth street Mr. Claxton had arranged for the expenditure of his entire salary, and the worry over the extra cost brought on by the unlooked for sickness, together with the loss of sleep, had temporarily deranged his mind. He thought a great deal of his family, and had been by the bedside of his wife almost continually since Friday evening, taking very little nourishment and practically no sleep.

All his finances were in perfect condition. He had even arranged for the sale of a lot and the purchaser, who was to make half payment, this morning called to see what had detained Mr. Claxton from the appointment which was to have closed the deal.

Besides two daughters, aged 2 and 11 years, he leaves a sister, Mrs. Mark Hogg of Lyle, Washington. Fred Kohler, a brother-in-law, is holding the remains until the arrival of the sister, when arrangements for the funeral will be made.

Would Exclude Foreign Labor.

(Special Dispatch to The Journal.)

Aberdeen, Wash., Oct. 3.—The labor unions are taking steps to put their objections to the entrance of Japanese and Korean labor into this country into tangible form by the organization of a Japanese and Korean exclusion league. Under the auspices of the Grays Harbor Trades and Labor council a meeting has been called for next Saturday night for the purpose of forming such a league.

A Student of Nature.

"Father," began Emily Louise, "does God make peaches?"

"Yes, sweetheart, God makes peaches and everything," replied the parent from behind his newspaper.

"Well, father, how does he put the stones inside?" insisted the family angel.

"Oh," said her father, "that's as easy for God to do as it is to make the peach. You see, God first makes the stone and then puts the peach on the outside. That's for our convenience; you see, we eat the peach and not the stone, and so God puts the peach on the outside."

Emily Louise was silent for a moment. Turning again to her father, she inquired:

"If God makes all things for our convenience, father, why does he put the nut inside the wooden shell?"

Two New Teachers Employed.

Eugene, Or., Oct. 3.—The Eugene school board has employed two more teachers to take care of the overflow of pupils from the several grammar schools. New pupils are still coming in and the enrollment is now about 1,240, 300 greater than at the corresponding time last year.

FOOD FAMINE ON AT GOLDFIELD

Tie-Up of Railroad System Causes All Breadstuffs to Go Soaring.

(United Press Leased Wire.)

Goldfield, Nev., Oct. 3.—The entire block railroad system from Mindon on the north to Beatty on the south is tied up tight, neither passenger nor freight trains moving, and the mails are being brought into Goldfield by automobiles.

With 20,000 people in this camp, whose supplies come wholly from outside, with never more than a week's supply ahead, two days' freight embargo has caused prices of breadstuffs to go soaring in anticipation of shortage. Fresh beef and flour jumped 10 per cent last night, milk is not obtainable, and coal and kerosene jumped 20 per cent.

Metzger saves you money on watches.

Tomorrow and Saturday

$13.70 AND on these 2 days only we will offer seventy-five stylish suits, marked $20.00 and $22.50, at one price for the choice—$13.70. Seventy-five suits—fresh, new and descriptive of fashionable tailoring. We have made of this an assortment complete in range of style. All sizes, including the extra large, and those cut to fit the lady of under-size. $13.70

Fabrics in cloth and the very serviceable hand-twisted materials. Nobby mixtures, the very effective stripes and the leading plain shades, as well as blacks.

These are the suits you pay as high as $25.00 for elsewhere—and there's really no overcharge at that price.

We've arranged this as an event of unusual interest to the ladies of Portland. Now for two days only (tomorrow and Saturday)—

LADIES' $20 AND $22.50 SUITS $13.70

Many new arrivals for the pleasure of the lady of careful taste in

Cravenettes, Silk Coats, Silk Skirts, Sweaters, Furs, Bags, Belts, Gloves, Combs, Etc. Etc.

Misses' Suits priced most reasonably and sold on our original terms of a LITTLE DOWN AND $1.00 A WEEK. There's much of interest to you in our Fashionable Style Parlors.

I. Gevurtz & Sons
ON YAMHILL

A Silk Petticoat Sale Beyond Comparison

All previous Silk Petticoat sales fade in insignificance when compared to this one—Friday and Saturday

Over 5000 Beautiful, High-Grade, New Silk Petticoats Must Be Sold Regardless of Cost

Remember that seeing costs nothing and is essential to a wise decision. If you want the best Silk Petticoat value at wholesale prices you will come here for it, for we have them at

$2.65, $4.15, $4.95 and Up

SEE WINDOW DISPLAY

Regular $15.00 **Silk Petticoats** For Friday and Saturday **$4.95**

Regular $12.50 **Silk Petticoat** Friday and Saturday **$4.15**

Regular $7.50 **Silk Petticoat** Friday and Saturday **$2.65**

WHOLESALE ORDERS ON THESE SILK PETTICOATS FILLED. TERMS: NET CASH, NO DISCOUNT

Coat Special
FOR FRIDAY AND SATURDAY
In broadcloth, black and colors and fancy mixtures—values up to $17.50
$9.75

Skirt Special
FOR FRIDAY AND SATURDAY
Regular $10 and $12.50 values in Panama, voile and fancy mixtures
$3.95

Suit Special
FOR FRIDAY AND SATURDAY
Values up to $30
$21.50

More New Hats—Just What you Have Been Waiting For

Stylish Trimmed Hats at Popular Prices: $3.95, $4.95, $6.45, $7.45, $8, $9.95

We just received a large New York shipment of pretty new hats, all tastily trimmed in all the popular new colors, over 300 in the assortment—not a price over $9.95 and plenty ranging down as low as $3.95.

The Choicest Collection Of Popular Priced Hats in Portland

Wholesale and Retail | **J. M. ACHESON COMPANY** | Fifth and Alder