U. S. ENGINEERS ARE SEEN IN BEHALF OF YAQUINA BAY WORK

Great Development Which Would Follow Deepening of Channel Is Impressed.

22-FOOT DEPTH WANTED

Estimated Cost $500,000, of Which Toledo and Newport Port Districts Are Willing to Bear Half.

B. F. Jones, representing the Toledo and Newport port commissions, appeared yesterday before the United States engineers, in behalf of the Yaquina bay channel deepening project. The present depth at low water is 16 feet and the request is for a depth of 22 feet. The estimated cost of the improvement is $500,000.

The result can be accomplished, the port commission believes, by extending the north and south Yaquina bay jetties. The jetties as constructed scoured out the channel from a depth of 7 feet to the present depth of 16 feet and have maintained it for 20 years without the expenditure of a single additional dollar.

Port Districts Would Help.

Half of the cost of the improvement proposed would be born by the people of the Toledo and Newport port districts through special taxation.

"The people have already agreed to the tax," said Mr. Jones. "They have 18,000,000,000 feet of timber within the boundaries of Lincoln county that will be marketed through Yaquina harbor if improved. It will mean $3 per 1000 feet additional value to the timber, or $54,000,000, without considering the fact that most of this timber under present conditions cannot be marketed at all.

"There are about 8000 acres of coal land in Lincoln county. The coal is similar to that mined on Coos Bay, good for coaling ships and capable of being marketed at a low price in Portland.

Other Development Seen.

"The aid to transportation through the improvement would greatly stimulate the dairy industry and would mean almost everything to the fishing industries.

"The industry toward which we look hopefully is the halibut fishing, which has grown steadily since the discovery of the halibut banks in 1911. A cold storage plant on the bay employs five fishing schooners and from 25 to 30 men during the summer season. Boats from Seattle and Astoria, with from six to 12 dories and 20 to 40 men each, fish on Newport halibut banks and call in the bay for supplies.

Halibut Catch Heavy.

"There is no valid reason why these fish should not be handled entirely from Yaquina bay. In 1915, 1,115,000 pounds of halibut were caught on the Newport halibut banks, valued at 5 cents a pound and amounting to $55,575,000."

In his representations before the United States engineers, Mr. Jones is supported by G. B. Hegardt, for the Portland Chamber of Commerce, and Captain E. S. Edwards and by R. E. Pendleton, representing the Pendleton Timber company, which has 10,000 acres of timber land adjacent to Yaquina bay.

Big Expenditure Promised.

"This company proposes to spend $1,000,000 for building sawmills and logging roads if the appropriation for channel improvement is allowed," said Mr. Jones.

"Each of the members of the Oregon delegation to congress has pledged his support of the improvement."

In a pamphlet setting forth arguments for the project, Mr. Jones speaks a word of appreciation for the cooperation of the Portland Chamber of Commerce and the newspapers, saying:

Portland Cooperation Appreciated.

"Portland's enterprising business men and her great newspapers realize this fact and are standing with outstretched hands ready to help build up all Oregon. They are lending their influence and money towards the building of new industries in every portion of Oregon's coast. They are not knocking the improvements of other harbors on the Oregon coast. They are not singing the old song that commerce of the small harbors does not justify the further expenditure of government money; they remember well that only a few years ago the same argument was used against the improvement of the Columbia river."

PEACE MEETING IS FRIENDLY

Men and Employer Hopeful Strike Near an End.

Optimism filled the air about J. R. Bowles, president of the Northwest Steel company, last night at the conclusion of a five-hour conference with a committee of the striking employes of his plant. For the first time, Mr. Bowles allowed the reserve in which he has clothed himself since the negotiations began to relax and said that the conference had been "very friendly and satisfactory; indeed, very much so."

From this it may be deduced that the trouble between the Northwest Steel company and its employes is very nearly at an end. Mr. Bowles said last night that actual settlement had not been reached and that negotiations will be taken up again today, but his remarks indicated that both sides are pretty well satisfied.

That the Northwest Steel company is paying as a minimum the San Francisco scale to mechanics and considerably higher wages to lower grades of labor was disclosed at yesterday's conference when the San Francisco scale which had been received by telegraph, and that of the local plant were compared.

Sales and Charters.

San Francisco, Cal., Jan. 13.—The schooner Alpena has been chartered to carry lumber from north Pacific to west coast South America, $31.50, by Balfour, Guthrie & Co. The schooner Samar has been chartered to carry lumber from Puget sound to direct nitrate ports, p. t., by W. R. Grace & Co.

The steamer Alliance has been purchased by Fair & Moran, term private.

It is rumored that the steamer Santa Maria, owned by James Jerome and chartered to the Union Oil company, has been sold to the Texas Oil company for $1,000,000.

Other rumored sales are the Centralia to the Hammond Lumber company; the auxiliary schooner Marie and the bark C. D. Bryant. In none of these cases would seller or purchaser admit that the deals had gone through.

Stanley Dollar Floated.

Seattle, Wash., Jan. 13.—(P. N. S.)—Advices received by the Merchants' Exchange here today state that the steamer Stanley Dollar, which struck a reef in Active Pass, B. C., yesterday, was floated early today. The British steamer Salvor was sent to her aid. The report failed to state the extent of the Stanley Dollar's damages, if any.

NEWS OF THE PORT

Arrivals January 13.

Wearwood, Br. ss., ballast from Comox, Belfour, Guthrie & Co.

Departures January 13.

Breakwater, Am. ss., Captain Jessen, passengers and freight for San Francisco and way, S. F. & P. SS. Co.

Marine Almanac.

Weather at River's Mouth.

North Head, Jan. 13.—Condition at the mouth of the river at noon, smooth; wind, north, 9 miles; weather, clear.

Sun and Tides January 14.

Sun rises 7:50 a. m. Sun sets 4:50 p. m.

Tides at Astoria.

High water.	Low water.
4:33 a. m., 8.1 feet.	11:01 a. m., 2.7 feet.
4:20 p. m., 8.7 feet.	10:33 p. m., 2.2 feet.

The time ball on the U. S. hydrographic office was dropped at noon.

Daily River Readings.

STATIONS	Flood stage.	Height (in feet).	Changes in last 24 hours.	Rainfall last 24 hours.
Lewiston	24	2.4	0	0.00
Umatilla	25	1.0	—0.1	0.00
Eugene	10	4.6	—0.3	0.00
Albany	20	5.7	—0.3	0.00
Salem	20	5.0	—0.5	0.00
Oregon City	12	5.7	—0.3	0.00
Portland	15	2.9	—0.7	0.00

River Forecast.

The Willamette river at Portland will fall slowly for the next two or three days.

Steamers Due to Arrive.

PASSENGERS AND FREIGHT

Name.	From.	Date.
Northern Pacific	S. F	Jan. 14
Rose City	S. F. & L. A	Jan. 13
Beaver	S. F. & L. A	Jan. 22

Steamers Due to Depart.

Name.	For.	Date.
Northern Pacific	S. F. & L. A	Jan. 16
Rose City	S. F. & L. A	Jan. 16
Beaver	L. A. & S. F.	Jan. 23
Klamath	S. D.	Indef

Steamers leaving Portland for San Francisco only connect with the steamers Yale and Harvard, leaving San Francisco Monday, Wednesday, Friday and Saturday for Los Angeles and San Diego.

Vessels in Port.

Name.	Berth.
Akutan, Am. ss	Goble
Berlin, Am. sh	Goble
Colonel E. S. Michle, Am. ddgr	Linnton
F. A. Kilburn, Am. ss	Columbia
James Tuft, Am. bkt	Westport
Klamath, Am. ss	St. Helens
Levi G. Burgess, Am. sh	Goble
Manning, U. S. P. C.	Astoria
Olympic, Am. bk	Prescott
Reuce, Am. sh	Astoria
St. Nicholas, Am. sh	Astoria
Santa Monica, Am. ss	Westport
Wearwood, Br. ss	N. P. mill
Willamette, Am. ss	St. Helens

At Neighboring Ports.

Astoria, Jan. 13.—Sailed at midnight—Beaver, for San Francisco and San Pedro; at 4 a. m.—Northland for San Pedro; at 4:30 a. m.—J. A. Chanslor for San Francisco. Arrived down at 8 and sailed at 9:30 a. m.—British steamer British Columbia, for Vancouver. Arrived at 9:25 a. m.—British steamer Wearwood, from Victoria. Sailed at 10 a. m.—Olemm for San Francisco. Arrived at 10:40 a. m.—Tiverton, from San Francisco.

Astoria, Jan. 12.—Sailed at 3 p. m.—Gasoline schooner Mirena, for Newport via way ports.

Tatoosh, Jan. 12.—Passed out at 2:40 p. m.—British steamer Wearwood, from Victoria for Portland.

San Francisco, Jan. 12.—Arrived—Hardy, Coos Bay, 1:20 p. m.; Governor, Los Angeles, 1:40 p. m.; Rose City, Los Angeles, 2:30 p. m.; Alcatraz, Greenwood, 2:50 p. m.; Raymond, Los Angeles, 3:30; p. m.; Northern Pacific, Astoria, 3:50 p. m.; Umatilla, Los Angeles, 4:30 p. m.; Raymond, Willapa Harbor, 10:20 p. m.

San Francisco, Jan. 13.—Arrived—Standard Arrow, Hongkong, midnight; Curacao, Seattle, 1 a. m.; Del Norte, Crescent City, 3 a. m.; Captain A. F. Lucas, with barge No. 95 in tow, Seattle, 3 a. m.; Noyo, Mendocino, 7 a. m.; Venatia, Los Angeles, 7 a. m.; National City, Fort Bragg, 7:30 a. m.; Tapiola, with barge Fullerton in tow, Port San Luis, 7:30 a. m.; City of Topeka, Eureka, 8:30 a. m.; Harvard, Los Angeles, 9 a. m.; Solano, Grays Harbor, 9:30 a. m.; San Pedro, Salina Cruz, via Los Angeles, 9:30 a. m.; Brooklyn, Bandon, 11 a. m.

Sailed—Northern Pacific, Astoria, 10:30 a. m. Seattle, Wash., Jan. 13.—Arrived—Senator, San Francisco, 8 a. m. Sailed—Admiral Schley, San Francisco, 11 a. m.; Sado Maru, Hongkong, via ports, 10:10 a. m.

Seattle, Jan. 12.—Arrived—Northwestern, Tacoma, 9 p. m.; U. S. S. Truxton, from cruise through Lake Washington canal at 4:20 p. m.

Sitka, Jan. 12.—Sailed—Havalli, southbound, 8:30 a. m.

Wrangell, Jan. 12.—Sailed—City of Seattle, northbound, noon.

Victoria, Jan. 12.—Sailed—President for San Francisco, 5:15 p. m.; Tacoma Maru, for Hongkong, 7 p. m.; Iyo, for ports.

Nanaimo, Jan. 12.—Arrived—Tancred from San Francisco.

Port Angeles, Jan. 12.—Arrived—Columbia from Tacoma.

Dungeness, Jan. 13.—Passed in—D. G. Scofield for Seattle, 9:20 a. m.

Bellingham, Jan. 13.—Arrived — Turret Crown, Tacoma.

Port Townsend, Jan. 12 — Passed out—Schooner J. W. Cline, in tow of tug Goliah, at 5:30 p. m. Arrived—Schooner Mary E. Foster, from Port Ludlow in tow of tug Wyadda at 6 p. m.

Mukilteo, Jan. 13.—Sailed—Mayfair, for San Francisco; Mukilteo, towing barge Big Bonanza, for San Francisco.

Eagle Harbor, Jan. 12.—Arrived—Thomas L. Wand, from San Francisco.

Tacoma, Jan. 13.—Arrived—Cuzco from West Coast via San Francisco and Victoria, B. C.

Tacoma, Jan. 12.—Arrived—Queen from Seattle.

PORT COMMISSION MAY ASK TO BE RELIEVED OF ITS PILOTAGE DUTIES

Reason Is That Pilots Are Not Under Control of the Port of Portland Body.

The Port of Portland commission will probably ask the legislature to relieve it of all responsibility in respect to pilotage in and out of the Columbia river.

At the present time pilots are directly under the control of the Oregon State Board of Pilot commissioners, but they depend absolutely on the Port of Portland for transportation to and from ships over the bar, the pilot schooner Joseph Pulitzer being owned and operated by the Port of Portland.

At a meeting of the commission held yesterday Captain A. L. Pease proposed that the port should take steps to be relieved of this duty, saying that inasmuch as the pilots are not under control of the port some other provision should be made for transportation. He expressed a fear that under the present arrangement the port might be held responsible for liabilities incurred by pilots.

A committee consisting of Captains Pease, Patterson and Spencer of the commission was appointed to investigate the matter. The Port of Portland will undoubtedly be willing to turn over the pilot schooner Joseph Pulitzer in case the task of transporting pilots is transferred to others.

Yesterday's session was devoted almost entirely to a consideration of the biennial report of the Port of Portland required by the legislature. The report has been prepared by E. W. Wright, general manager, and includes a sketch of the commission's functions, its accomplishments, and tabulated financial statements.

Novel snow plows of recent invention for automobiles are carried on sled runners in front of the forward wheels.

Ships Must Install Fire Extinguishers

San Francisco, Jan. 13.—(P. N. S.)—Before leaving for Washington, John K. Bulger, supervising inspector of steamships for the Pacific coast and Alaska, notified all steamship owners that they must at once install automatic fire extinguishers and sprinkling systems on their vessels. A law compelling this became effective January 1, but some owners have been dilatory. Only steamers with live steam extinguishing equipment are exempt.

Army-Navy Orders

Washington, Jan. 13. (I. N. S.)—Army orders: First Lieutenant Downey W. Harris, medical reserve corps, is relieved from Jefferson, Mo., barracks. He will go home, and upon arriving there will telegraph the adjutant general. He is also relieved from active duty in the medical reserve corps, to go into effect upon his arrival home.

Lieutenant Colonel Melville Rowell, 11th cavalry, is ordered to San Francisco, and upon arriving there will report to the commanding general western department for duty.

Captain William C. Russell, infantry, detached officers' list, is relieved from the Pacific branch disciplinary barracks, Alcatraz, Cal., and will go to San Diego, Cal., for duty with the 21st infantry.

First Lieutenant Harry C. W. Schudtzde Brun, medical reserve corps, is relieved from duty in the southern department, to go into effect about January 28. He will then proceed home and telegraph the adjutant general.

Paragraph 3, December, relating to Major Frank G. Jewell, U. A. C., is revoked.

First Lieutenant Lewis C. Davidson, infantry, is relieved from the signal corps aviation school San Diego, Cal., and will go to Fort Omaha, Neb., for duty at the army battalion school.

Captain Joseph R. McCandless, cavalry, detached officers' list, Fort Leavenworth, Kan., will report to the army service schools for duty.

Navy Orders.

Lieutenant L. F. Pryer, commissioned from December 28. Lieutenants F. F. Rogers, detached from Castine to home and wait orders, A. A. Cronin, detached from command of Burrows as executive officer of Wheeling.

F. X. Cygax, detached from command of C-3 to Fulton.

Lieutenants (junior grade) E. F. Haas, detached from command of Burrows to New Jersey; H. E. Parsons, detached from Wheeling to Wyoming.

Ensign C. P. Cecil, detached from Arizona to duty on Yankton.

Lieutenant commanders commissioned from August 29: W. A. Lonead, W. P. Treadwell, D. M. Lebreen, A. H. Shoup, N. P. Finney, C. W. Densmore, M. S. Davis, C. C. Moses, C. A. Blakeley, M. H. Metcalf, C. E. Smith, D. W. Bagley, W. H. Anderson, J. B. Arms, Jr., A. S. Kibbee, S. C. Rowan, H. D. Cooke, A. M. Robinson, R. A. Koch, E. Frederick, L. R. Leahy, S. C. Loomis, O. Hall, C. Belnap Jr., W. J. Giles, F. H. Poteet, R. S. Holmes, L. Sahm, W. W. Smith, L. H. Lacy, J. S. Abbott, T. H. Taylor, D. T. Ghent, J. F. Daniels, G. D. Johnstone, R. C. Davis, W. H. Toas, M. M. Frucht, J. Grady, A. C. Kail, C. E. Wood, P. E. Dampman, C. S. McDowell, H. R. Stak, E. A. Dawes, K. B. Crittenden, D. L. Yoas, W. E. Klimmel, F. D. Sadler, W. D. Pulleston, W. H. Van Auken, F. V. McNair, C. C. Boule, N. H. Wright, H. Powell, H. A. Stuart, C. L. Hand, E. Barnett, J. W. Hayward, R. F. Dillon, A. Claude, N. W. Post, W. F. Halsey, J. H. Blackburn.

British Freighter Weardale Expected Shortly for Grain

Belief is growing that the British steamer Weardale is to be in the river shortly for a grain cargo.

The vessel is 14 days out of Port Arthur for the United Kingdom, according to the maritime register, and shortly should be off the river.

With purchases of grain being made at inland points of unusual size, the waterfront is confidently expecting that the steamer is the one due to take up the cargo.

No reason for her going home in ballast when a profitable cargo can be loaded with only a week's delay can be cited.

It is also rumored that other grain charters are pending.

Cannery Ship Keel Is Laid at Astoria

Tender Being Built by Wilson Bros. Will Be 65 Feet in Length; 18 Fishing Boats Contracted For.

Astoria, Or., Jan. 13.—Wilson Bros. Friday started the work of laying the keel for a new cannery tender to be built for the Columbia River Packers' association. The craft is to be 65 feet long with 17½ feet beam and 8 feet depth of hold. The new craft is to be equipped with 180-horsepower three-cylinder standard gasoline engine. It will cost about $13,000 and is to be launched next March. The new vessel is for service at Nushagak river, Alaska.

Wilson Bros. also have contracts for construction 18 fishing and trolling boats. They are to range from 26 to 30 feet in length and their engines will be from five to 14 horsepower.

RICE CANNING PROMISES TO BE ONE OF BIG INDUSTRIES IN THIS CITY

MANUFACTURERS' DIRECTORY (Continued)

Multnomah Trunk & Bag Co., trunks, bags, sample cases.
McMenies & Co., horse collars, razor strops, auto tires.
Myers & Co., lapidary, gold and silver workers.
Modern Confectionery, candy, confectionery.
Marine Boiler and Machine works, improved steam boiler.
Monroe & Crissel, silos.
Metallic Hip Shingle Co., improved ridge metal shingle.
Miniature Lumber Co., ready cut lumber.
Mt. Hood Soda works, soft drinks.
Miles Sign Co., advertising hangers, pennants, process show cards, signs, etc.
Montgomery, Samuel, improved milk strainers.
Nicolai Door Mfg. Co., doors, sash, panels.
Neustadter Bros., overalls, work shirts.
Northwest Lead & Machinery Co., lead pipe, lead wool, machinery.
Northwest Steel Co., steel buildings, steel ships.
Northwest Rug Co., rag rugs.
National Pipe & Tank Co., wood pipe, silos
Oregon Mirror and Beveling works, mirrors.
Oregon Paper Box Factory, 241-245 Stark st., paper boxes.
Oregon Brass Works, everything in brass, copper, aluminum.
Oregon Auto Painting Co., auto painting.
Oregon Chair Co., all kinds of chairs.
Oregon Box and Mfg. Co., wooden boxes.
Oregon City Woolen Mills, blankets, woolen clothing, etc.
Oregon Artificial Limb Co., artificial limbs.
Oregon Iron & Steel Co., steel water pipes.
Oregon Door Co., doors.
Pendleton Woolen Mills, pure fleece wool blankets, Indian robes, steamer rugs, bath and auto robes.
Photographic Card Co., paotographic advertising cards and novelties.
Pacific Coast Safe & Vault Co., safes.
Pacific Stoneware Co., pottery products.
Pacific Hardtack & Toast Co., hardtack.
Portland Linseed Oil Works, linseed oil meal stock food.
Pacific Coast Cone Co., ice cream cones.
Pacific Iron Works, structural steel and iron; foundry.
Pacific Tent and Awning Co., tents, awnings, ship sails.
Pacific Coast Biscuit Co., crackers, table foods.
Pacific Ladder Co., ladders, adjustable scaffolds, breakfast tables.
Peninsula Iron Works, machinery, foundry.
Pettit Feather & Bed Co., mattresses, pillows, bedsprings.
Phoenix Iron Works, machinery, foundry.
Parsellus Mfg. Co., interior finishing, caskets.
Portland Curled Hair Factory, curled hair mattresses.
Portland Wire & Iron Works, bank railings, fire escapes, wire work.
Portland Bolt & Mfg. Co., bolts, upset rods, dies, forgings.
Portland Cigar Box Factory, cigar boxes.
Portland Elevator Co., elevators, hoists.
Portland Oxygen & Hydrogen Co., oxygen, hydrogen.
Portland Shipbuilding Co., river boats.
Portland Woolen Mills, woolen cloths.
Portland Mfg. Co., veneering.
Portland Iron Works, iron and steel manufactures.
Portland Wood Pipe Co., wood pipe, silos.
Portland Rubber Mills, anything in rubber
Portland Knitting Co., knit clothing, gloves.
Portland Stove Works, stoves, ranges.
Portland Cordage Co., hemp ropes, twines.
Purdin, Fred A., airtight heaters, camp stoves.
Puritan Mfg. Co., soft drinks.
Pioneer Soda Works, soft drinks.
Rose Candy Co., candies, confections.
Rasmussen & Co., paints, varnishes.
Reno, Mrs. L. G., gas mantles.
Reinhoe Wire & Iron Works, wire work, fishing, fences, park seats.
Ready Built House Co., ready built houses.
Rhyner-Dicke Co., high class cement work.
Royal Nut Mfg. Co., peanut butter.
Smith & Watson Iron Works, machine shop and foundry.
Supple Shipyard, ship builder.
Stettler Paper Box factory, paper boxes.
Sharkey, F. & Son, horse collars.
Shope Brick Co., improved patent cement bricks.
Star Drilling Machine Co., well drilling machinery.
Specialty Mfg. Co., collapsible poultry crates.
Simmons Glove Co., men's work gloves.
Shaver-Dailey Machine Co., auto truck bumpers and remodelers.
Standard Broom Factory, brooms.
St. Johns Shipbuilding Co., shipbuilders.
Storey Mfg. Co., orchard ladders, fruit buckets, pruning hooks.
Sommer, Carl, piano manufacturer.
Sheasgreen Box Mfg. Co., wooden boxes.
Tru-Bin Biscuit Co., crackers, biscuits, cakes, cookies, confectionery.
Tripoline Co., polishes, hand, toilet and fancy soaps.
Tuerck, I. K., wire and iron work.
Tenny, H. O., agricultural implement maker, wagon maker.
Utility Garment Co., women's house dresses.
United Mattress & Pad Co., mattresses, cleaning works.
Van Der Worth Bros., pleasure boats.
Vaughn Motor Works, machine shop.
Willamette Iron Works, machine shop, shipbuilders.
Willowcraft Furniture Co., wicker furniture.
Old Fashioned Health Cereal Co., health foods.
Webber Tanning Co., tanners.
Western Fixture & Show Case Co., showcases, fixtures.
Western Saddle Tree Co., saddle trees.
Williams Bros., portable houses.
Western Tool & Die Works, tools and dies.
Western Soda Works, soft drinks.
Western Fluff Rug Co., rag rugs.

Murphy's Automobile Taken.

A light automobile was taken from its parking place in front of the Lincoln high school about 7:30 o'clock Thursday night. It bore 1917 license No. 13,290 and is the property of G. E. Murphy, Chamber of Commerce building.

Pinola TRADE MARK REG.

Peroxide Cream

Made in Portland.

Guaranteed by a Portland Firm.

Sold at all Portland Drug Stores.

Have you tried it?

LET Lusterol THE VARNISH FRIEND

Make Your Piano, Auto and Furniture New Again.
NONE BETTER.
A Post Card or Phone Sellwood 55, will bring a liberal sample.

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384 East Stark St., Cor. Union Ave.
Absolutely Sanitary—Best Materials Used — Ship Anywhere.

When buying Noodles, always ask for
Mrs. SCHIELS
(German Style)
Egg Noodles
Decidedly the Best and a Home Product.

"We Make Things, Too."
American Jobbing House
29th and Nicolai Sts., Portland.
And buy all kinds of second hand materials. Junk of all kinds a specialty. Telephone Main 4364 and our auto will call.

PACIFIC HARDTACK & TOAST CO.
Rye Hardtack—Oatmeal Bread and Toast.
DELICATESSEN RYE A SPECIALTY.
Prompt Shipment and Delivery.
PHONE SELLWOOD 1815.
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Davis-Scott Belting Co.
Oregon Made Pure Oak Tanned
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240-260 Hawthorne Ave.
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With twenty-five years' experience in the FRUIT JUICE BUSINESS, it has made it possible for us to manufacture A PERFECT BEVERAGE.

IN ordering Loganberry Juice, ask for JONES BRAND and be convinced.

Jones Bros. & Co.
PORTLAND, OREGON.
NEWBERG, OREGON.
WATSONVILLE, CAL.

CAMTHOL

You can relieve that sore throat or cold by using
CAMTHOL
Take one half teaspoonful into the mouth, put some in each nostril. It will take out the inflammation and prevent further exposure to cold germs.
There is nothing else so good for coughs, sore throat, colds or catarrh.
25c—Sold by All Druggists—50c

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Jardiniers, Nut Bowls, Cuspidors, Ash Trays and all articles in brass, copper and other metals. Chandelier Spinning a specialty. Repairing of lamps, radiators and windshields.
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6816 Powell Valley Road, makes
LIQUID BLUEING AND AMMONIA
for Jobbers only. Have your grocer order it for you. Every bottle warranted.

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Makers of A. & W. METALLIC HIP SHINGLES and Watertight Hip Shingles made; Crestings, Finials, etc. 285 Hawthorne Ave.

PORTLAND MAN DEVISES NEW WAY TO COOK AND CAN RICE SO THAT IT IS NOT ONLY MORE PALATABLE BUT MORE NUTRITIOUS

Product Has Met Favor In East and Foreign Governments Have Placed Large Orders for Use of Their Soldiers in the Trenches.

By H. S. Harcourt.

Another substantial food, and delicacy as well, is given to the world by Oregon, and it is so well thought of by its originators that it has been patented in the United States, and applications for patents are pending in Canada and European countries.

Some time ago, while in Chicago, W. H. Stevens, an importer and exporter, with offices in the Board of Trade building, Fourth and Oak, was present when a merchant opened a can of pumpkin, which had been put up in an interior city of Illinois, for the purpose of affording consumers an opportunity of enjoying pumpkin pie at any season of the year. Handling great quantities of the highest grades of rice, imported from the oriental rice fields, it occurred to Mr. Stevens that, if so cheap and common a food as pumpkin, to be had in almost any Illinois cornfield, could be canned and sold at a profit, why not rice? Millions of dollars worth of canned goods being consumed each year by the people of the world, covering almost everything in the fruit and vegetable line, the wonder appeared that some one had not thought of rice. Always convenient to handle, canned human nourishment has attained wide renown, he reasoned, therefore, on his return to his home in Portland Mr. Stevens related his impressions to one of his business associates, Scott C. Dunlap, president of the Holly Condensed Milk company, of which Mr. Stevens is the vice president. This concern operates a large milk condensery at Amity, 52 miles south of Portland.

Experiments Begun.

This was nearly four years ago, and Mr. Dunlap, patient to a degree, persevering to a finish, after nearly three years of experimenting, has succeeded in producing a rice and milk steam cooked luxury, soon to be placed on the market, and which will doubtless attain to as wide popularity as any delicacy ever offered to the people of this country. Seeking the opinions of experts in the ready-to-eat food line, Messrs. Stevens and Dunlap sent samples of theirs to the eastern market and to several foreign governments. Without an exception the recipients were profuse in their commendations, one of the foreign governments going so far as to place a large order for the use of its soldiers in the trenches. A deal is about closed with another of the warring nations for a consignment for its men who are under arms. Arrangements are also already made with eastern dealers to handle much of the factory output, large orders being already booked, so it may be fairly presumed that the article will have large distribution from the first.

All the machinery for the enlarged commercial plant has not yet been received, but is expected within a few days, and as soon as possible thereafter the trade will be supplied and the people be given an opportunity to test the merits of this new nutriment.

What It Is—How Made.

Only the highest grade of select oriental rice, acknowledged the best the world produces, and the pure milk of the cow, fresh from the udder daily, minus salt or sweetening or any kind of seasoning, is employed in the preparation of this newly devised method of serving rice and milk.

"Climatic conditions," Mr. Stevens explains, "where this rice is grown are such that its kernel is much more brittle, harder and smaller than that grown in other sections of the world, and it is for this reason that it brings higher prices and is a greater relish than that of any other section of the world.

"Mr. Dunlap places a certain quantity of the rice in each can, then fills it to the brim with milk, claps on the top, seals the can and it is rushed along to the steaming tanks where it is cooked—cooked in the sealed cans retaining every atom of its flavor. And this is all there is to it. In the pands to four times its original size, pands o four times its original size, yet does not burst the can, for the reason that its absorption of milk is equal to the expansion of the rice. And herein, it is believed, lies much of its palatableness, for it certainly is a tempting dainty. And it is not only a delight to the palate, but physicians declare it exceedingly nourishing.

Its Patent Basic.

This is believed to be the only pure milk and rice food ever canned. At all events it is first of its kind offered for patent in the United States, as its patent is basic, nothing having been cited against it, and from the reception it has thus far received, thousands of cans having been distributed throughout this country, Canada and Europe, the preparation is destined to acquire world distinction. Physicians have declared that it will, eventually, be one of the popular foods of the hospital, sick room, the diet of the frail and those engaged in light occupations.

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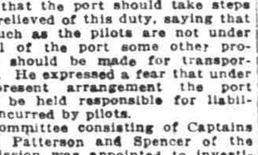

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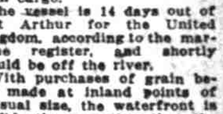

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