GOVERNMENT WRITING INSURANCE, OFFICERS AND MERCHANT CREW

Pacific Coast Rates Shade Those on Atlantic, Except on Ships for Europe.

SAILING RATES DOUBLED

If Vessel Owners Fail to Take Out War Risk for Men, Treasury Department Will Do It for Them.

Washington, June 30.—The government will shortly be writing war risk insurance on the lives of officers and crews of merchant vessels. Heretofore the insurance extended no further than ships and cargoes. Secretary McAdoo has insisted that protection is just as essential for men as for merchandise, and the act of June 12, 1917, is the result.

Secretary McAdoo, under whose jurisdiction the war risk work comes, has prescribed rates for the Pacific coast which shade under the Atlantic and Gulf rates except as to vessels destined for Europe. The rate for insuring men on steam vessels plying between Pacific coast ports is 2 cents per $100, while to other destinations from Pacific waters the rates are:

Hawaii, Panama, Mexico and central America, 4 cents; west coast of South America, China, Japan, Philippines and Australasia, 8 cents; Great Britain and France via Panama, and to Mediterranean ports, 75 cents.

Double these rates are established for sailing vessels or auxiliaries, except that no rates are offered for men on such craft for European and Mediterranean ports. The rate fixed for those who man vessels operating between Atlantic ports is three cents, rising to 5 cents for gulf ports, 6 cents to Mexico and Cuba, and 8 cents to reach Panama.

If the owner of a vessel fails to take out war risk for the master, officers and crew, the treasury department will do it for him, at his expense. The policies issued cover partial or total disability as well as death, and also provide for compensation to families in cases of capture by the enemy while held as prisoners.

ARE FILIPINOS CITIZENS?

Fifteen Are Held Pending Decision by Attorney General.

San Francisco, June 29.—(P. N. S.)—Pending receipt from Washington of an official answer to the question, "What is a Filipino?" 15 sailors are being detained in San Francisco by the customs authorities.

The Filipinos arrived from New York yesterday and planned to sail tomorrow for the Philippines, but were unable to show passports. They demanded the right to proceed as American citizens, but Deputy Collector Brown is of the opinion that they are Spanish, having been born in the Philippines before the American occupation.

The men sailed from the Philippines on the steamer Suzanna, and went to Spain via Suez. There the vessel was sold and the crew sent to New York.

At the request of the federal authorities, the steamship companies are refusing passage to all males of military age who cannot show passports approved by the military authorities.

EXPORTS GAIN IN MAY

Increase of $21,000,000 Over April Noted; Gold Exchange Loss.

American exports in May were valued at $551,000,000, a gain of nearly $21,000,000 over April, according to a statement issued today by the bureau of foreign and domestic commerce of the department of commerce. The total exports for the 12 months ended with May were valued at nearly $6,183,000,000, the highest figure ever recorded for any one year.

Imports for May were valued at $281,000,000, the greatest total for any one month in the history of American commerce. For the year ended with May goods to the value of $2,600,000,000 were imported into the United States—another record.

Merchandise entered free of duty in May amounted to 71 per cent of the total, and for the 12 month period to 69.3 per cent.

The imports of gold in May were $52,000,000 and the exports $58,000,000. The net imports of gold for the 12 months ended with May were $776,000,000.

OAKLAND TO HAVE NEW PLANT

Hollywood Shipbuilding Company Organized; Work Secured.

San Francisco, June 30.—Another new shipbuilding plant is to start operation in Oakland, according to the announcement made yesterday that incorporation papers would be filed today, by the Hollywood Shipbuilding company, preliminary to the erection of a plant in the east bay city.

The new company, organized with a capitalization of $1,500,000, now has contracts from the government shipping board for the immediate construction of six steel ships of 8800 tons dead weight capacity, to be completed by January 1, 1918, to be used as cargo carriers. The contract represents about $8,000,000.

In the list of incorporators appear the names of David Hollywood, a shipbuilder of long experience in the northwest; Frank J. Woodward, L. F. Carlson, Arthur Arlett, F. C. Proctor, Hiram Johnson Jr., F. W. Hollman and Clarence J. Berry.

The necessary steel for the new ships has been contracted for, under the supervision of the government and will be ready for use incident with the completion of the plant.

Sales and Charters

San Francisco, June 30. — The schooner City of Panama has been chartered to carry case oil from San Francisco to Wellington, N. Z., at $1.25, by Hind, Rolph & Co. (July), schooner John and Winthrop has been chartered by J. J. Moore & Co., to carry case oil, San Francisco, to Auckland, at $1.25 (July).

The steamer Rosalie Mahony has sold by Marden, Orth and Hastings of New York to Fred Linderman, terms private.

The steam schooner Doris is also reported sold by E. T. Kruse to J. A. Kennedy of Honolulu. The purchase price is said to be in the neighborhood of $100,000. The Doris is to join the fleet of the Inter-Island Steamship company steamers to take the place of the Jamaku, which was recently burned off the coast of Maui.

Schooner Commerce has been chartered to carry merchandise from San Francisco to Suva, Fiji, and return (lump sum), by Pacific Commercial company (August).

Following are the charters reported: Barkentine City of Sydney, to carry merchandise from San Francisco to Sydney and Melbourne (lump sum) by Union Steamship company (September-October) (re-let), motor ship Margudada, lumber, from North Pacific to West coast, South America, by Comyn, Mackall & Co. (July).

The Chilean bark Llanquihue has been chartered to carry lumber from north Pacific to West Coast South America, by Comyn, Mackall & Co. (August-September).

A steamer has been laid on the berth for England, prompt, by E. C. Evans and Sons.

Struthers and Dixon have chartered the Shinchiku Maru, a Japanese freight of about 5000 tons, dead weight, and will have her on the berth for August loading out of this port for Japan and China ports.

The Chilean ship Puerto Montt has been sold to Swedish parties for 32,500 pounds.

NORTH BEND SHIPYARD TO DOUBLE ITS FORCE FOR FEDERAL VESSELS

Contracts to Build Six Government Craft Must Be Completed in 18 Months.

Marshfield, Or., June 30.—The securing of contracts for building six government vessels by Kruse & Banks of North Bend will necessitate the doubling of the force, and the company will employ about 600 men and will operate four ways. The six vessels are to be ocmpleted within 18 months from the time the contracts are signed. Three vessels for private ownership are being completed at the yards. Additional ways are being built.

AMERICAN-HAWAIIAN IS SUED

Broker Alleges Charter of Floridian Was Repudiated.

San Francisco, June 30.—(P. N. S.)—The American-Hawaiian Steamship company was made defendant Friday in a suit for $700,000 filed in the United States district court by Captain Frank P. Helm for alleged violation of a contract involving two round trips of the steamer Floridian to the Orient. Helm alleges in his complaint that he entered into a contract with the American-Hawaiian company on February 28, 1916, by which the Floridian was to be delivered to him at a San Francisco dock ready for loading on April 15, 1916. On March 3, Helm avers, the contract was repudiated.

Changes of Masters

San Francisco, June 30.—Leonard C. Dart Jr. has replaced Fritz Plath as master of the steamer Oleum. M. M. Sorenson has succeeded G. Winkel in command of the steamer Providencia.

John J. Silvia has replaced Claus Johnson in command of the steamer Yosemite.

John S. Smith has replaced C. B. Sorley as master of the steamer Atlas.

Hope to Float Sinaloa

Marshfield, Or., June 30.—Joseph Thebaild of Seattle, who floated the wrecked steamer Scourts at Guatamala, passed through here Friday for Cape Blanco, where he will inspect the stranded steamer Sinaloa with a view of buying the vessel and salving her. A message received from Captain Curtis, representing the marine underwriters, who has been at Cape Blanco for several days, stated that there was a good chance of floating the Sinaloa and saving her, but that the cargo of nitrate would be a total loss.

Union Would Lease Dock

San Francisco, June 30.—A dispatch from Prince Rupert, B. C., states that the Union Iron Works of this city is in communication with the imperial munitions board at Ottawa, relative to a plan for the company to lease the big drydocks at Prince Rupert and to erect a steel shipbuilding plant there. The proposed lease is to run for two years. The plans call for the construction of a plant capable of turning out steel freighters of 12,500 tons.

NEWS OF THE PORT

Departures, June 30

Great Northern, Am. SS., Capt. Ahman, passengers and freight for San Francisco, Great Northern-Pacific SS. Co.

Daisy Freeman, Am. SS., Capt. Devitt, ballast for Gray's Harbor, Freeman SS. Co.

Marine Almanac

Weather at River's Mouth

North Head, June 30.—Condition at the mouth of the river at 8 a. m., smooth, wind northeast, 1 mile; weather, clear.

Suns and Tides, July 1

Sun rises 4:24 a. m.; 8:05 p. m.

Tides at Astoria

High water.	Low water.
10:41 a. m., 5.8 feet.	4:29 a. m., 0.5 feet.
9:23 p. m., 6.8 feet.	3:34 p. m., 3.7 feet.

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

Daily River Readings

8:00 a. m., 120th Meridian Time.

STATION.	Flood Stage	Height. (In feet).	Changes in last 24 hours	Rainfall in last 24 hours
Wenatchee	40	39.5	—0.5	0.00
Kamiah	25	11.3	—1.0	0.18
Lewiston	22	14.0	—0.2	0.00
Umatilla	25	21.8	—0.1	0.00
The Dalles	40	37.0	—0.4	0.00
Eugene	10	4.5	—0.1	0.03
Albany	20	5.0	—0.2	0.00
Salem	20	4.4	—0.1	0.22
Oregon City	12	4.9	0	0.11
Portland	15	22.4	—0.1	0.00

(—) Falling.

River Forecast

The Willamette river at Portland will fall slowly during the next three or four days.

At Neighboring Ports

Astoria, June 30.—Arrived at 4 and left up at 6:15 a. m., Stanwood, from San Francisco. Arrived down at 6:30, lograft. Arrived at 11 a. m., schooner Sehome, in tow ing Hercules, from San Francisco.

Astoria, June 29.—Sailed at 11 a. m., F. A. Kilburn for San Francisco via Coos bay and Eureka.

San Francisco, June 30.—Arrived—Grays Harbor, Los Angeles, 3 a. m.; gas schooner Surprise, Fort Ross, 4 a. m.; Willamette, Astoria, 8 a. m.; Beaver, Portland, 9 a. m.; Harvest, Los Angeles, 10 a. m.; Yellowstone, Coos bay, 11 a. m.; Defiance, with barge Frank D. Stout in tow, Coos bay, 11 a. m.; Argyll, Seattle, 11:30 a. m.

Sailed—Mayfair, Eureka, 6 a. m.; Northern Pacific, Astoria, 10:50 a. m.

Eureka, June 29.—Sailed at 3 p. m.—Breakwater, for Portland.

San Pedro, June 30.—Arrived—Klamath, from Columbia river.

Marshfield, June 29.—Arrived: Hardy, San Francisco, 4 a. m.; Adeline Smith, San Francisco, noon.

Sailed: Yellowstone, San Francisco, 6:40 last night; Hustler, for Klamath river, 6:30 last night.

San Francisco, June 30.—(P. N. S.)—Arrived June 29—Rose City, Los Angeles, 6:25 p. m.; Governor, Los Angeles, 3 p. m.; Northern Pacific, Astoria, 2:40 p. m.; Captain A. F. Lucas, with barge 95, Seattle, 1:15 p. m.; Arctic, Fort Bragg, 4:20 a. m.; Tug Sea King, with barge Slinia, Port San Louis, 7 a. m.

Sailed—Hartwood, Willapa Harbor, 9 p. m.; Svea, Aberdeen, 8 p. m.; Mykilleo, barge Big Bonanza, Puget Sound ports, 7:15 p. m.; Daisy, Columbia river, 7:15 p. m.; Avalon, Grays Harbor, 6:50 p. m.; motorship Nuuanu, Puget Sound ports, 4:45 p. m.; Robert Dodder, Willapa Harbor, 4:30 p. m.; Admiral Schley, Los Angeles, 4:20 p. m.; Marshfield, Albion, 7:50 p. m.; Brunswick, Fort Bragg, 3 p. m.; Girtle Mahoney, Albion, 12:40 p. m.; motorship R. P. Rithet, Mahukona, 12:20 p. m.; Arctic, Los Angeles, 12:20 p. m.

400 Feet of Track Damaged by Blast

Details of Accident Near Rufus Are Meager; O.-W. R. & N. Trains Routed Via S., P. & S.

Several hundred feet of track on the O-W. R. & N. near Rufus, Or., 20 miles east of The Dalles, was damaged Friday night when a section gang attempted to blast a bluff beside the track. About 400 feet of embankment was also damaged. The workmen had figured that the blast would cause the bluff to crumple into a fill. Details of the accident as received at the office of General Manager J. P. O'Brien are meager. President Farrell and Mr. O'Brien left this morning for the scene.

As a result of the accident, O-W. R. & N. trains are being routed over the North Bank road by way of Celilo, Pasco and Wallula. It is estimated that the damage will be repaired in about 24 hours.

Dr. C. C. Poling Is Operated On Today

Dr. C. C. Poling, one of the best known clergymen in Oregon, was operated upon for appendicitis this morning at 8:30 o'clock at the Good Samaritan hospital. At 1 o'clock he was reported as resting easy with prospects for an early recovery. Dr. A. E. Rockey performed the operation.

Army-Navy Orders

San Francisco, June 29.—(P. N. S.)—Army orders:

These promotions announced:

Infantry—Richard C. Croxton, Edward N. James Jr., Arthur Johnson, Charles H. Warren, William Weigle, Thomas G. Hanson, Herren Hall, Marcus D. Cronin, Charles F. Farnsworth, Charles Gerhardt, James T. Dean, U. G. McAlexander, William K. Jones, Edmund Wittenmyer, Michael J. Lenihan, Mark L. Hersey, Frank H. Albright, Frederic D. Evans, Earl C. Carnahan, Edison A. Lewis, Charles E. Tayman, James W. McAndrew, Edward R. Christman, Peter C. Harris, Munroe McFarland, William T. Wilder, William R. Sample, William R. Dashiell, Ed A. Helmick, William C. Bennett, Frederick R. Sargent, Harold L. Jackson, Wilson Chase, Charles S. Hagsdorn, Harry R. Lee, from lieutenant colonels to colonels.

Cavalry—John S. Winn, Charles A. Hedekin, Francis J. Koestner, John D. L. Hartman, Robert L. Howze, Guy H. Preston, Edward Anderson, George E. Stockle, William T. Littebrandt, Michael M. McNamee, Ralph Harrison, Charles D. Rhodes, from lieutenant colonel to colonels.

Field artillery—George C. Matley, Leroy S. Lyon, Tieman N. Horn, Charles P. Summerall, William M. Cruikshank, Otho W. Farr, Dwight E. Aultman, Adrian S. Fleming, Brooke Payne, William S. Culgnard, Albert J. Bowley, Harry G. Bishop, Willard D. Newbill, Manus McCloskey, from lieutenant colonels to colonels.

Major Jesse C. Nicholls, ordnance department, is detailed to fill a vacancy in grade of lieutenant colonel in ordnance department.

Officers of ordnance department detailed to fill vacancies as majors in ordnance department—Captains Charles T. Harris Jr., Harry K. Rutherford, James H. Burns, James L. Walsh and Alexander W. Malsh.

Captain Creswell Garlington, general staff, from war college, to Governor's Island, N. Y., as assistant to chief of staff, eastern department.

Officers relieved to place indicated as assistant in office judge advocate, Captains Gouverneur V. Parker, quartermaster corps, Charleston, S. C., southwestern department; Edward K. Massee, infantry field artillery, New York, eastern department; Edward P. King Jr., field artillery, San Francisco, Cal., western department.

Captain Edwin O. Saunders, Ninth infantry, for duty in office judge advocate general.

Captain Gouverneur V. Parker is relieved from detail to fill vacancies in grade of captain in ordnance department: First Lieutenants Herbert O'Leary, Harry R. Kutz, Henry C. Davis Jr., Robert E. Kimball, Leonard L. Barrett, Carl A. Waldman, Charles A. Schlueter, John O. Wright, Freeman D. Polcley, Lewis A. Nickerson, Philip R. Faymonville, Russell L. Maxwell, Charles R. Baxter, Herman H. Zeunig, Bethel W. Simpson, John G. Heath, Hubert C. Stanton, John S. Wood, Charles J. Browne, Oscar J. Gatchell, Sidney P. Spalding, Stephen H. MacGregor, Albert H. Rockwood, John H. Woodberry.

Major John J. Bradley, Twenty-ninth infantry, relieved from canal zone, is detailed as inspector instructor with national guard in Maryland at Baltimore, Md.

Captain Daniel W. Hand, field artillery, relieved as inspector-instructor of the New York National Guard will report to the citizens' training camp at Fort Niagara, N. Y., for duty.

Captain Ewing E. Booth, general staff, to eastern department as chief of staff of that department.

Davisson Goes East

R. M. Davisson, manager of the Oregon Chair company, left Wednesday for Chicago, Grand Rapids and several of the southern cities. He will return on or about July 15.

PRESS CENSORSHIP IS MEETING OPPOSITION FROM SENATE AGAIN

Borah Balks at Including Paper Among "Necessaries," Fearing Drastic Action.

Washington, June 30.—(I. N. S.)—That the United States senate is opposed to censorship of the press was again demonstrated Friday. Senator Mark Smith of Arizona attempted to have news print paper included as one of the "necessaries" over which the president will have control in the food dictator bill.

"I am not willing," said Senator Borah of Idaho, "to place the newspapers of this country in such an attitude that they must go to the government to get the paper they print. To my mind, this amounts to a virtual censorship."

The senate did not even take a roll call on the subject. By a viva voce vote the body rejected the amendment.

Senator Borah made his statement to Senator Chamberlain, who is managing the food bill.

"I am inclined to agree with you," said Senator Chamberlain.

"If the amendment is insisted upon, I would be obliged to fight it," said Senator Borah.

"If the government has the power over 'necessaries' set forth in this bill, why could it not refuse to allow a newspaper to have the print paper," inquired Senator Sherman.

Frank's Prosecutor Is Now Governor

Atlanta, Ga., June 30.—Hugh M. Dorsey, prosecutor in the case of Leo M. Frank, Cornell graduate, who was lynched after being convicted of the murder of 15-year-old Mary Phagan, was inaugurated governor of Georgia today, succeeding Nat E. Harris.

Astoria Lays Keel

Astoria, Or., June 30.—The McEachern Ship company, recently purchased by Max Houser of Portland, is preparing to lay a keel within the next few days for a full power steamer. The craft will be 268 feet long, 46.6 foot beam and 25 foot draft.

SEASON PROMISES AN ABUNDANT YIELD OF FRUITS AND VEGETABLES

MANUFACTURERS' DIRECTORY
(Continued)

McMonies, W. H. & Co., horse collars, auto tires, etc., 440 Hancock st.
Millmade Construction Co., ready built garages, etc., 544 Hood st.
Montana Assay Office, assayers, chemists, room 8, 142½ 2d st.
Mount Hood Soap Co., laundry and fine toilet soaps, 270 Glisan st.
Multnomah Trunk Co., trunks and bags, suit cases, 84 E. Water st.
Northwest Lead and Machinery Co., lead pipe, lead wool, etc., machinery repairing, 311 Front st.
Oregon Paper Box Factory, paper boxes, cartons, 245½ Stark st.
Old Fashioned Milling Co., wheat, corn, rye, oats, health foods, 220 Crosby st.
Oregon Brass Works, copper, brass and aluminum, 24 and Everett sts.
Oregon Door Co., doors, sash, etc., foot Spokane ave.
Oregon Chair Co., chairs, 1190 Macadam road.
Purdin Bros., garbage cans, sirlight stoves, collapsible camping stoves, 180 Union ave.
Portland Auto Lamp Co., copper and brass spinning, 510 Alder st.
Pacific Iron Works, foundrymen, machinists, structural stee, and iron, East 29th and Clackamas sts.
Portland Furniture Mfg. Co., furniture, upholstering, 1249-59 Macadam road.
Peninsula Iron Works, foundrymen and machinists, Alta and Bradford sts.
Puritan Mfg. Co., all manner of soft drinks, East 8th and Oak sts.
Pendleton Woolen Mills, woolen cloth, Indian blankets, Pendleton, Or.
Portland Stove Works, ranges, cooking and heating stoves, Derby st. and Columbia blvd.
Phoenix Iron Works, foundrymen, machinery, 860 Hawthorne ave.
Pacific Hard Tack & Toast Co., hardtack, 661 East 17th st.
Pacific Stone Works, pottery, stoneware, flower pots, 687-695 Sherlock ave.
Portland Basket & Handle Works, baskets, handles, 1321 Macadam road.
Portland Oxygen & Hydrogen Co., oxygen and hydrogen, East 17th and Center sts.
Pettit Feather & Bedding Co., feather bedding, mattresses, springs, 218 12th st. N.
Portland Bolt and Mfg. Co., bolts, 209 13th st. N.
Portland Rubber Mills, everything in rubber, rubber heels, soles, 308 E. 9th st.
Reliance Wire & Iron Works, bank and store fixtures, wire work, East 10th and Flanders.
Rasmussen & Co., paints, varnishes, 2d and Taylor sts.
Sommer, C., piano manufacturer, rebuilding, repairs, 247 5th st.
Snodgrass & Williams, metallic hip shingles, 285 Hawthorne ave.
Sharkey, P., & Son, Fish brand horse collars, 53 Union ave.
Smith & Watson Iron Works, foundrymen, machinists, 412 Front st.
Thayer, Shaver & Gulley, auto truck builders, machinists, 193 East Water st.
Universal Tire Filler Co., non-puncture auto tires, 441-443 Hawthorne ave.
United Mattress & Pad Co., mattresses, renovators, 427 Hancock st.
Western Soda Works, soft drinks, 204 Mill st.
Western Tool & Die Works, tools, dies, machine work, 3d and Glisan sts.
Willamette Gas Engine & Machine Works, gas engines, auto repairing, garage, 361 E. Burnside.
Zan Bros., Inc., broom makers, 50-52 Front.

Hint to Advertisers

Quite a number of ads. on these two pages appear this week in new copy, and each contains an interesting announcement. Other advertisers should follow the example of such firms as Fleischner, Mayer & Company, and Hirsch-Weis company. These big concerns never allow their advertisements to appear twice alike, therefore they get full value for their money. Every ad. on these manufacturers' pages should be changed at least twice a month, and if copy be mailed to "Editor Manufacturers' Page," it will be put in proper shape, if corrections be needed, and published. But let it be received not later than Thursday if intended for that week's issue. Even earlier in the week would be appreciated. This would give the editor time to give the copy proper attention and not interfere with his other duties. And he has many.

Macaroni Factory Busy

The Porter-Scarpelli Macaroni factory at Kenton, reports extensive shipments to San Franucisq, and a business which is multiplying at a most satisfactory pace. This is one of the comparatively new enterprises of Portland, having been in operation only about half a year, but it came into being with all necessary capital and a plethora of life and ginger. Then the management set for itself a high standard of products, which it has tenaciously adhered to, therefore its instant prosperity.

Snodgrass & Williams
Makers of S & W. METALLIC HIP SHINGLES only watertight hip shingles made; Crestings, Finials, etc. 285 Hawthorne Ave.

Porter's SPAGHETTI
Made Under Most Sanitary Conditions.
PORTER-SCARPELLI MACARONI CO.
Phone Woodlawn 4973.

M. J. Helser, Res. Phone East 4388
Helser & Unden Machine Works, Inc.
Designers and Builders of
Special Machinery
493-5-7-9 N. 23d St., Bet. York and Reed.
Phones Main 7246, A-7218.

ADRIAN NECKWEAR CO.
Manufacturers of
HIGH-GRADE NECKWEAR, SUSPENDERS
Goodnough Bldg., Portland.
Main 6708.

F. D. Wheeler. D. E. Wheeler.
GRANDMA COOKIE CO.
Largest Cookie Bakery in America.
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.

PACIFIC HARDTACK & TOAST CO.
Rye Hardtack—Oatmeal Bread and Toast.
DELICATESSEN RYE A SPECIALTY.
Prompt Shipment and Delivery.
PHONE SELLWOOD 1815.
East 17th and Frederick Streets.

Davis-Scott Belting Co.
Oregon Made Pure Oak Tanned
Leather Belting
108-10-12 UNION AVENUE
Tel. East 308. Portland, Ore.

G. P. Rummelin & Son
124 2d, near Wash. St.
FURS THAT ARE FURS APPLEGATH
Mfg. Furriers
C. G. APPLEGATH SUCCESSOR
Estab. 1870. Main 491.

Pendleton Woolen Mills
Pendleton, Or.
MANUFACTURERS OF
PURE FLEECE WOOL BLANKETS
Indian Robes, Steamer Rugs, Bath Robes and Auto Robes.

Multnomah Trunk & Bag Co.
Wholesale Makers of Trunks, Suitcases, Bags, Telescopes, Auto Trunks, Etc. 80-86 E. Water St., Portland, Or. Phones East 84, B-2084.

JONES' Loganberry Juice
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.

BROOMS!
Manufactured by
Zan Bros., Inc.
SUNSET BROOM WORKS
Office 50-52 Front St.

Brass & Copper
Spinning—Cuspidors, Nut Bowls, Jardinieres, Ash Trays, Chandeliers—Lamps, Radiators, Windshields Repaired.
Portland Auto Lamp Co.
H. ABELE F. A. BARNICOTT
510 ALDER STREET — Main 7293

The Portland Oxygen & Hydrogen Co.
Manufacturers of
99.50% Pure Oxygen and 99.8% Pure Hydrogen, for all industrial, medicinal and technical purposes.
E. F. Platt, Pres. Phone Sellwood 2403.
EAST 17TH AND CENTER STS.

NOT IN THE TRUST
INDEPENDENT CRACKER CO.
Manufacturers and Dealers in
Crackers, Cakes, Italian Paste
428-430 East Davis St., Portland, Or.
Phones: East 1946. B-1342.

Main 217—Telephones—A-2217.
Smith & Watson Iron Works
Foundry and Machine Shop,
412 FRONT STREET
Manufacture and repair all lines of machinery, and cast anything.

Janitor Supplies
GREATEST VARIETY IN PORTLAND—Floor and Linoleum Oils, Sweeping Compounds, Furniture and Metal Polish, Liquid Toilet Soap, Disinfectants, Bug and Roach Poisons.
Crescent Chemical Co.
526 Washington Street Main 1264, A-1463

P. SHARKEY & SON
LONG STRAW THROAT HORSE COLLARS
Largest factory of its kind on the Pacific Coast. All Goods Warranted.
East Oak and Union Avenue.

SEASON PROMISES BIG CROP OF CUCUMBERS FOR PICKLE FACTORY

Knight Company Says Vegetable Prospects Were Never Better; Plant Is Rushed.

From present indications the Knight Packing company, East Eighth and Alder streets, will this season be required to pickle unusually large cucumbers unless the "fruit" is plucked in its infancy. The young vines never were stronger or more healthier at this season, and the chances are that the crop will be one of the best of its kind ever harvested in Oregon.

And the same indications apply to all other vegetables.

The magnitude of the business of the Knight enterprise may be partially judged from the fact that it annually consumes 1000 tons of apples in making cider vinegar; 400 tons of cabbage in its sauer kraut department; makes 4000 pails of pure food jelly; cans 12 to 15 tons of cauliflower; grinds up five to eight tons of horseradish; uses 25 to 40 tons of little onions in its pickling corner; two to three tons of peppers go into its condiments; 1500 to 2000 gallons of apple butter in that department; puts up 40 to 50 tons of mince meat; manufactures 5000 barrels of vinegar; keeps two mustard mills running every working day, and produces thousands of bottles of catsups, worcestershire and pepper sauces, etc.

"We are on the gallop all the time," F. L. Knight, manager of the plant, informed the writer. "We are actually so busy we have not had a moment in which to write and mail you a change of copy for our little ad."

Remedy Factory Is Making Progress

"Business Is Good," Declares Dr. C. J. Korinek, Who Specializes in Treatment for Cattle, Horses, Poultry.

The Korinek Remedy company, W. H. Hurlburt, president and Dr. C. J. Korinek, manager, compounds livestock and poultry medicines exclusively. Its office and laboratory are located at Kenton, where Dr. Korinek employs all his time in personally superintending the compounding of more than 30 remedies for the cure of all manner of diseases of horses, cattle, swine and poultry. The doctor was Oregon state veterinarian under two governors, is a graduate of the foremost schools of the United States and Canada, and devotes his whole attention to his profession.

"Business is mighty good with us," the doctor declares, "thanks to the merit of our remedies and the goodness of our friends, who have been free to acclaim them. We are at this minute considerably behind in our orders, and working tooth and nail to catch up. We are shipping south to Mexico and east to the Missouri and Mississippi, which is not so bad for a young concern like ours."

Dr. Korinek, while serving the state, saw the necessity of an institution of the kind he is associated with, and with Mr. Hurlburt as a business associate opened up a laboratory which has expanded in volume of business a hundred times within the last two years.

Sail Contracts Add Greatly to Business

Pacific Tent & Awning Company Trying to Catch Up With Orders Which Are Double Those of Last Year.

"Our business has doubled in the last year. We are now doing our level best to keep up with its demands," says David Dahm, of Hendricksen & Dahm, proprietors of the Pacific Tent & Awning company, First and Ankeny streets. "The shipbuilding industry created a large part of our boom. We have now 12 full sets of sails ordered from British Columbia builders, and, let me tell you, this is no small job. It takes a bunch of duck and a lot of sewing to equip that number of vessels.

"And we have contracts to manufacture sails and do similar work for 14 vessels now building on the Columbia river. This includes covers for hatchways and lifeboats, awnings for windows, deck canvasses, etc. This is a big business in itself, and when our present tent, camp furniture, hammock and city awning work is added, you may imagine we are doing our level best to keep abreast of our orders."

Mr. Dahm says that duckings have been constantly rising in price for more than a year, an increase of 30 per cent in a week having been recorded. In some instances it is almost impossible to get the cloth at any price, eastern factories replying to western correspondents:

"Our entire output is taken by the government. We cannot sell you anything for delivery sooner than six months at best."

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