SCARCITY OF LEATHER IN ENGLAND IS BECOMING EXCEEDINGLY SERIOUS MATTER

STANDARD STYLE IS PROPOSED FOR CIVILIANS' SHOES

Demands of War Times So Heavy on Leather Supply and Factories, Regulation Is Required.

FIXING OF PRICES IS SOUGHT

British Government Up to Last May Had Purchased 40,000,000 Pairs Boots; Still Demand

The leather trade, owing to the fact that leather has so many uses in the production of accouterments, harness, saddlery, and clothing, has always seen great activity in war time, says the Economist of London. Some idea of the immensity of the demand for footwear will be obtained when it is stated that since the beginning of the war to the end of May, 1917, 40,000,000 pairs of boots had been purchasid. In addition to these, which included about 8,700,000 pairs for our allies (7,000,000 for Russia alone), we supplied Russia with 4000 tons of sole leather for repairing purposes.

The great majority of manufacturers of boots and shoes in the United Kingdom had had no previous experience of army footwear requirements and were quite unprepared for the immense demand. It is therefore a matter of surprise that this particular branch of the leather industry has performed, so far, its gigantic task with so little dislocation of the civilian trade. Prices for footwear are certainly high in this country, but they are only about one-fourth the prices in Germany and Austria.

Prices Are Regulated

As regards conditions of production of boots and shoes, in the first place no proper appreciation of the quantities of leather required can be gained by stating the number of boots purchased, but it will at once be recognized that very original methods had to be adopted in order to insure the necessary supplies. . . . By elimination of speculation and a regulation of prices of hides and leather, the army and navy and the armies of our allies have been insured full supplies at the lowest possible cost.

The leather not suited for government requirements has been more or less available for civilian trade, and, being in great request and uncontrolled, the value has advanced 100 to 120 per cent on pre-war prices, while some grades are fully 200 per cent higher and upper leather from 200 to 300 per cent dearer. In addition to increased cost of material there has been the big advance in cost of labor. Not only the actual intrinsic rise of 50 to 75 per cent, but an important factor in the advance is that, owing to the "combing out" of skilled operatives, their places had to be filled with female labor, which is adapted only for the lighter work that was previously done by youths and young men. For the harder and more complicated work female labor is not of much use, and consequently output suffers as regards both quality and quantity and therefore costs considerably more.

Measures Taken to Lower Prices

But the boot and shoe trade, in addition to its consumption of English sole and upper leather, has always been heavily dependent upon imported supplies. America and Canada have in the past sent us big quantities of both, while European countries (enemy) sent upper leathers. India supplies kips, calf, goat, and sheep skins very largely, and Australia sent sides (heavy leather) and basils (sheep leather), besides large quantities of raw pelts. It should, however, be noted that for obvious official reasons (conservation of freights and adjustment of exchange) the import of leather except for government purposes is practically prohibited; consequently the civilian trade is dependent upon home-produced leather, for which naturally it has to pay very stiff prices.

So great was the deficiency that the government departments released their big accumulations of light, common sole leather which they could not profitably use for the benefit of the repairing branch; this was done on August 21, and followed the situation somewhat, although for heavy work (men's) the leather was unsuitable. The authorities have now gone one step further and are about to take control of all sole and offal leathers, with a view to reducing and fixing prices. This intimation was published in an army council ordered dated September 4.

Civilian Standard Boot Sought

The most important item of news in respect to civilian needs is that referring to the production of a standard boot—standard in pattern, material and price. The scheme, of course, bristles with difficulties, but these will undoubtedly be overcome. The principle as to who may or may not purchase them will need stringent conditions attached, otherwise the limited output will not be nearly sufficient for that numerous section of the community for whom they are intended, viz, those whose wages have not advanced in proportion to the cost of living, and who are therefore unable to pay current prices for footwear.

It may be accepted as certain that the quality of the goods will be far superior to much of the stuff made for appearance. The prices, of course, can not be fixed until the specification is issued and costed, but it is hoped they will not exceed 12 to 16 shillings ($2.15 to $3.90) for men's and boys' town boots and about 20 shillings ($4.85) for heavier wear. The French standard boot is of good material and costs about 28 francs ($5.40) for men's and 23 francs ($4.45) for girls' and youths'.

It is stated that the government officials already have obtained moderate quantities of rough leather, which will be carried and finished for uppers, while it is probable that the big accumulation of 10 to 12 pound common bends may eventually be liberated for this purpose. Then, of course, after production the scheme of distribution has to be settled, including the profit to be allowed to the retailer.

1,200,000 Sheep in Sweden

The sheep owners in Sweden aggregate about 300,000. They own about 1,200,000 sheep. With a yield of about six pounds per animal, the production should amount to about 7,200,000 pounds.

EUROPE, AFTER WAR, MUST FALL BACK ON U. S., SAYS BANKER

America Only Nation That Will Be Able to Supply Raw Materials, Asserts Financier.

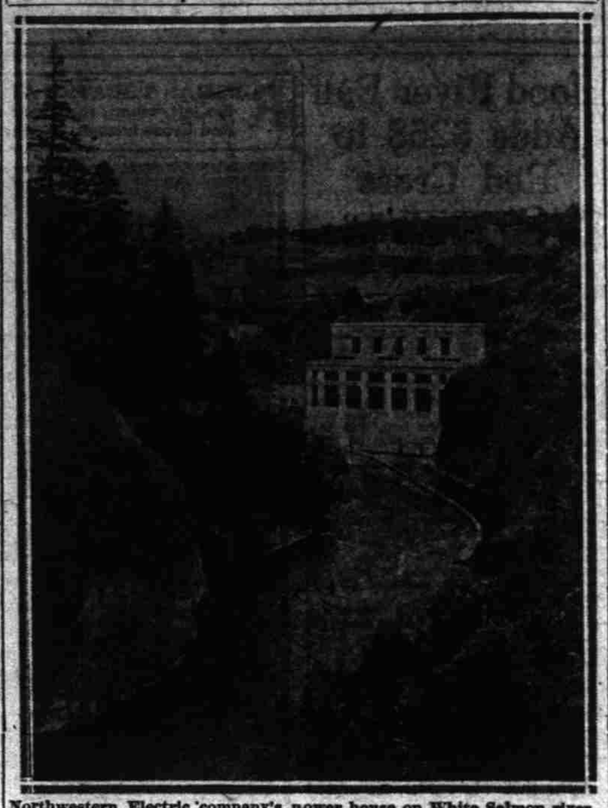
The president of the Reichsbank is quoted by London newspapers as saying in a speech at Frankfort-on-the-Main, that the wastage of continued war will put all Europe in economic bondage to the countries supplying raw materials:

"The nations of the entente do not yet appear to understand that a continuation of the war will lead to an unavoidable impoverishment of Europe, no matter how it ends. This impoverishment means a complete dependence upon America, which possesses more raw material than any other country. Europe will be for many decades the slave of her war debts and forced to import commodities from America. This gloomy prospect becomes all the more evident the longer the war lasts. There will no longer be buying and selling among the peoples of Europe, as the international exchange of wares will be completely taken up in meeting the demands of each country. It is hopeless to think that there will be an exception for one's own country. Industrial conditions are the same everywhere. The French and the English will not be any better off than the Germans, although they cannot be brought to understand that with every month the war is prolonged an industrial year is lost. Five or six hundred milliards of industrial capital which has been used up is not to be regained in a year, or in several years. Of what use will be the victory of any principle if there is neither strength nor money in order to carry it out? Every new war loan should further national knowledge instead of being used to deceive the opponents."

Panama Hard Wood Coming Into Market

It is estimated that millions of dollars' worth of the wood of the nazareno tree will presently be available for fine building purposes when the immense forests which are near the Panama canal shall be cut. The "Purple Heart," as the wood is known to the trade, was worth $200 per thousand before the war—being much esteemed for its hardness, durability and bright purple color, which is not darkened by age but only affected by sunlight. A house in Panama over one hundred years old has beams of this nazareno wood which still retain the bright purple color. A naturalist recently returned from the Darien section of Panama reports that there are 40,000,000 feet close to navigable streams which could be floated to the canal.

PORTLAND'S POWER SUPPLY GREAT



Northwestern Electric company's power house on White Salmon river, which supplies Portland with current over high tension transmission lines.

SWITZERLAND FINDS WAY TO INCREASE HER GRAIN ACREAGE

Federal Council Orders More Land Be Tilled; Government Will Purchase.

The Swiss federal council by decree dated September 3, 1917, has required all owners and renters of land to sow at least as much in grain during the fall and next spring as they had in grain according to the acreage statistics of July 7 to 14, 1917. Furthermore, in order to insure a relatively greater provisioning of Switzerland in breadstuffs, the grain acreage this fall is to be increased by 50,000 hectares, or 123,552 acres.

The grain area in the different cantons, according to the statistics of July, 1917, was 117,110 hectares (289,384 acres), and the proposed increase according to the decree of the federal council would bring the area under grain this fall to 167,110 hectares (412,936 acres).

In order to encourage the increased cultivation of grains the federal government has also agreed to purchase the Swiss wheat, rye, one grained wheat and emmer of the 1918 crop, if in good condition and cleaned, at the minimum price of 50 francs ($9.65) per 100 kilos (220 pounds) and the spelt at 45 francs ($8.69) per 100 kilos.

Argentina has engaged an expert from Japan to conduct extensive experiments with a view to increasing its rice production.

BRITISH IMPORTS IN WAR TIMES REACHING GIGANTIC PROPORTIONS

Controller Says Food Requirements for 12 Months Total $1,250,000,000.

Lord Rhondda, food controller for Great Britain, made a recent statement which gives a picture of the immense blocks of raw materials that the belligerent nations require for military and civil population in this war, and how the nations are beginning to cooperate in buying them. He said:

"During the next 12 months our minimum requirements in foodstuffs from the United States and Canada will amount to over 10,000,000 tons, representing an expenditure, without freight charges, exceeding $1,250,000,000. In view of those figures it is unnecessary to emphasize the vital importance of the continuance of the closest possible relations between Mr. Hoover, Mr. Hanna (the Canadian food controller), and myself. Several steps have recently been taken with a view to closer cooperation. In the future all allied purchases of bacon, ham, lard, butter and cheese in the United States will be pooled through the meats and fats executive formed by the French, Italian and British governments.

"Our buying organization in New York is keeping in close touch with Mr. Hoover, and receiving from him invaluable cooperation. Difficulties inseparable from the sudden transfer of a nation's purchases from private hands into government control are occurring, but there is every reason to believe that these will be quickly adjusted. Emergency measures such as these must entail some inconvenience and some sacrifice; but I am glad to say that the packers and their agents here and on the other side of the water are showing every disposition to cooperate. Executives to pool allied purchases of other foodstuffs may be established before long. A special mission, representing the ministry of food, will shortly leave for New York to set up the permanent organization for the meats and fats executive, to take up with Mr. Hoover on the spot those matters which vitally affect us, and to keep us informed of developments in the United States and Canada.

"A long stride has been taken toward the stability of the sugar trade by the appointment of a committee to sit in New York to deal with the purchase of the Cuban sugar crop, while the formation of an inter-allied council to deal with the allocation of all war supplies required from the United States is rapidly proceeding. In respect to Canada our purchases are momentarily limited by difficulties of finance due to the vagaries of exchange in war time."

Whale Catch for Season Is 400

The entire whaling fleet of the Victoria Whaling company has finished work for the 1917 season, and has put up for the winter at the company's dock in Victoria.

The total catch for all vessels for the season is about 400 whales, which represents the work done at three stations, namely, Kyuquot, Sechart and Rose Harbor.

The Victoria Whaling company maintains a plant at Bay City, Wash., at which station four whalers are operated. This station reports a catch for the year 1917 of 200 whales, which in connection with the 400 whales caught in British Columbia, makes a total of 600 whales for the Victoria Whaling company for the 1917 season.

CAR SHORTAGE NOW IMPORTANT FEATURE IN LUMBER MARKET

Production Continues to Stand at 85 Per Cent of Normal; Building Prospects Good.

The car shortage, now a fact, is probably the most important feature of the market situation. Production remains about 85 per cent of normal. There is a considerable volume of private business developing which indicates that, after all, a good deal of building is in prospect for the next six months. There is a growing disposition, however, on the part of the lumber manufacturers to give preference to government orders. The reason for this is plain, namely, that the mills expect that cars will be provided in which to move government orders, whereas there may be difficulty in obtaining equipment to move regular commercial business, says the West Coast Lumberman.

The car supply is somewhat spotted. Some sections are obtaining upwards of 75 per cent of the requirements. Others are obtaining only about 10 per cent. The car supply for the entire Northwest as far as the lumber industry is concerned right now, probably does not exceed 50 per cent of the requirements of shippers. The outlook is not at all encouraging for the retailer or eastern distributor in obtaining anything like an adequate supply of lumber.

The bright side of the situation, however, lies in the fact that the government requirements during the winter will be abnormally heavy. Within a week, requisition for about 28,000,000 feet of ship timbers have arrived on the coast and the order is now being placed with the mills.

The government will also be in the market for a large quantity of material very similar in character to that used in the construction of cantonments. This business is expected to reach a total of approximately 900,000,000 feet; and the Southern Pine association announces that mills in the South will probably get 300,000,000 feet of this business. It seems logical that the west coast mills will obtain all of this business which they can possibly handle.

Meanwhile spruce producers are getting out only about 40 per cent of what they should to meet the government needs. Plans now under consideration, however, will tend to greatly increase the output of this wood.

SILVER ADVANCE HITS COMMODITY PRICES IN CHINA; EXCHANGE UP

Price Advances So Rapid That Export Business From Shanghai Comes to Halt.

China seems to be in a fair way of being poorer because her silver money has just had a phenomenal increase in value through the rise of the price of the metal over the world. It is reported from Shanghai that Chinese exchange has soared so high as to bring new export business to a halt because the outside world will not pay the money Chinese goods now cost them. China's monetary system has a silver basis, and Chinese exporters expect to be paid in that metal. The great rise in price of silver over the world makes it necessary for those who buy Chinese products to pay much more in their own money for the wherewithal to settle with the Chinese, thus virtually raising the price of all Chinese goods in outside markets. At latest advices, exchange was going upward in Hongkong and Shanghai, but there was a strong speculative element in the market and some of the rise in silver was due to the belief that the United States government had prohibited the export of silver, the United States now being China's main source of supply of the metal. But it was even then a matter of discussion that America might see fit to use the $450,000,000 in silver coin now held in the United States treasury vaults in some way, and by this time the fact that silver is not being actually embargoed has reached China.

That $450,000,000 is an asset of great value to this nation just at this time, which congress might make available for helping pay neutral balances against us. Silver has not yet reached the point where the metal in the dollar has a dollar's market value and, as a matter of fact, we would not now get, at market rates, as metal what the silver cost us. It would require a special act of congress to release this silver, which is locked up in the treasury vaults as a trust fund against silver certificates now circulating as part of our paper money.

Grains No Longer Distilled in Canada

An order in council, published in the Canada Gazette for November 3, provides that "on and after December 1, 1917, and until the governor general in council has by order declared that the present abnormal conditions have ceased, no grain of any kind and no substance that can be used for food shall be used in Canada for the distillation of potable liquors.

Any person violating the above regulation shall be guilty of an offense and shall be liable on summary conviction to a fine not exceeding $5000, or to imprisonment for a term not exceeding six months, or to both fine and imprisonment.

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Following is an alphabetical directory of all advertisers on these two pages. All are manufacturers of the articles mentioned, and not merely dealers in and sellers of the goods and wares. Their productions will be found the equal of any to be had, and should have the attention of Portland and Oregon buyers:

Armstrong Machinery Co., 548 Thurman st., manufacturers of ice machinery and refrigerating plants.

Applegath, C. G. (G. P. Rummelin & Son), manufacturer of fur garments, 2d and Wash.

Auto Top Co., manufacturer of auto tops, rebuilder of autos, high class garage, 11th and Burnside sts.

American Bronze & Brass Works, workers in copper, brass, aluminum, etc., 659 Upshur st.

Bratton & Gates (Portland Machinery Co.), makers of drag saws, 62 1st st.

Ball Manufacturing Co., makers of women's high class waists, N. E. cor. 4th and Couch.

Crescent Chemical Co., janitors' supplies, 526 Washington st.

Cooney, Chas., military and civil tailor, Royal bldg., Morrison and Broadway.

Crystal Springs Finishing Works, wool batts, mattresses, 135 10th st.

Cornel Lumber Co., Sam, ready cut houses, 854 Asbury st.

Columbian Carbon Paper Co., manufacturers of carbon paper, E. 83d and Broadway.

Coast Chemical Co., janitor's supplies, 133 E. 6th st.

Closset & Co., coffee roasters, wholesale coffees and teas, 128 12th st. N.

California Plating Works, gold, silver and nickel plating, 213 2d st.

Carter, L. L., manufacturer of hand concrete mixers, 1163 Moore st.

Coin Machine Mfg. Co., manufacturers of brass, copper, steel and iron products, 984 E. 17th st.

Dunne, David M., manufacturer of paints, 19th st. and Sherlock ave.

Durable Roofing Co., makers of highest grades roofing paper, Kenton station, Portland.

Davis-Scott Belting Co., leather belting makers, 240-260 Hawthorne ave.

Doernbecher Mfg. Co., furniture manufacturers, E. 28th st. and O-W. R. & N. tracks.

Portland Galvanizing Works, galvanizing, 22d st. N. and Reed st.

Enamel Bake Ovens, auto and other enameling, 504 Burnside st.

Eastern Novelty Co., 202, 85½ 5th st., ladies' fine neckwear.

Foote, D. J., 264 Front st., drag saws.

Gem Winder Co., tatting shuttle winders, 101 6th st.

Grandma Cookie Co., wholesale cookie bakers, 880-884 E. Stark st.

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Hesse-Martin Iron works, foundry and machine works, 434 Belmont st.

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J. J. Kadderly, Kadderly furnace, 130 1st st.

Kent, Thos. E., men's shirts to order, 515 Macleay bldg., 4th and Wash. sts.

Knight Packing Co., pickles, fruit juices, cider, vinegar, etc., 474 E. Alder st.

Kolle, Dr. B. W., improved optical nose piece, 706 Wilcox bldg.

Layton Cooperage Co., 527 Water st., barrels, kegs, tubs.

Lusteroi, H. J. Schwanberg, piano and furniture polish, 4610 Woodstock ave.

Millmade Construction Co., ready built garages, etc., 544 Hood st.

Montana Assay Office, assayers, chemists, room 8, 142½ 2d st.

Multnomah Trunk Co., trunks and bags, suitcases, 54 E. Water st.

National Vault Co., concrete burial vaults. Tabor 2521.

Oregon Paper Box Factory, paper boxes, cartons, 245½ Stark st.

Oregon Brass Works, copper, brass and aluminum, 2d and Everett sts.

Oregon Door Co., doors, sash, etc., foot Spokane ave.

Oregon Chair Co., chairs, 1190 Macadam rd.

Pacific Stone Works, pottery stoneware, flower pots, 687-695 Sherlock ave.

Portland Furniture Mfg. Co., furniture, upholstering, 1249-56 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, 859 Hawthorne ave.

Portland Basket & Handle Works, baskets, handles, 1521 Macadam road.

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(Continued on Next Page)

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PROF. HASTINGS GIVES ADDRESS ON STUDY OF PROPOSED INDUSTRIES

Operating Expenses, Costs of Materials and Price of Products Are Carefully Detailed.

By H. S. Harcourt

It is pleasant to note the awakening of interest in the manufacturing industries, and in contemplated manufacturing which is becoming so apparent in Portland. Men are giving attention to the voices which are calling them from their slumbers. But still louder and more strenuous must these shouts of the active become before the deafened ears of hundreds yet comatose will be pricked into attention. This was evident on Tuesday evening in the story room of the public library where Professor H. B. Hastings of Reed college addressed 75 to 100 individuals, two thirds, perhaps, identified with manufacturing plants in the city. The newspapers had given ample publicity to the fact that the professor would deliver this address, and it was hoped that every chair in the room would be occupied. Many were vacant, yet those present made up in enthusiasm for the lack of numbers.

Professor Hastings entertained his hearers for 40 minutes and disclosed the fact that he had given much thought to his subject and had taken the time to search authorities. Little was said relating to existing local industries or efforts which may be in contemplation looking to the establishment of new ones. This will be considered at a future time—perhaps next Tuesday evening—when the professor will deliver a second address at the same place. On this first occasion he confined his remarks to what he termed an historical study of a proposed industry; location of plants, source of raw material, process of manufacture, size of manufacturing units, markets for finished products, method of distribution, selling policies, causes of recent changes and tendencies, raw materials, sources of supply; if local, if not local, cost delivered to factory; labor, skilled and unskilled; seasonal employment; local relations between capital and labor, labor legislation, fluctuations, etc.

Entering into much detail as to original investment, expense of operation, cost of raw products and the finished article and those things properly charged to overhead, Mr. Hastings, if such were present, must have enlightened the manufacturer who takes no account of deterioration of plant or makes no charge for his own services. Again, he showed how ocean shipping conditions might bankrupt concerns who do not produce ocean freights, or who do not ship by water. A few years ago an eastern salt company was ruined by ships returning from Europe in ballast. Time was when these took on sand at considerable cost for loading and unloading. But a certain company conceived the idea of permitting foreign salt companies to ballast their ships with salt and a little later ship owners actually paid the salt concerns a small sum per ton for ballasting with their product, and by this process foreign salt was laid down in this country at less cost than it could be produced either in Europe or America, yet the ballast cost the ship companies less than if sand were employed. Professor Hastings also said the sugar beet industry in both eastern and southern Oregon has proved a failure because of inability to get the crop harvested. The same men who would harvest cereals would not work in sugar beet fields.

Edgar H. Sensenich, president of the City club, presided, and a general discussion followed Professor Hastings' address.

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NEW INVENTIONS ARE DOING WONDERS

An apparatus, operated by a crank, is invented to feed poultry and fatten a fowl in six days.

A wireless system of detecting the presence of a submarine is proving a success.

The heat of an Italian volcano is supplying steam to operate a munitions factory.

In Cincinnati young women are expunging offensive German from the public school textbooks.

The Baldwin Locomotive works constructed a mammoth engine for a French railroad in 20 days.

Santa Fe freight cars carry a large placard upon which is printed: "Load me quickly; load me to capacity; unload me promptly; help win the war."

A machine for testing sole leather, putting it to the same strain and service as in actual war, has been invented.

An electrical kitchen is in service. It washes, cooks, mixes and bakes bread, chops food and washes dishes without help from the woman of the house.

A device to prevent the American flag from folding around the staff has been patented.

The aquatic bicycle is in use in Copenhagen.

A combination of oil-electric car is in operation on the Chattanooga & St. Louis railway.

A process for printing photographs on silver has been completed.

German fighters are using leather instead of rubber gas masks.

Paper cone containers for automobile oil are among the new things on the market.

A revolving rocking chair is the latest family comfort.

Royer Implement Co. Changes Hands

D. J. Foote, inventor and manufacturer of the Little Timberbug drag saw, has purchased the implement business of the Royer Implement company, 168-170 Front street, south of Madison, and is fitting up a shop for the manufacture of the drag saw. In connection with the factory he will carry a stock of agricultural implements. Having his own shop will enable him to more promptly fill orders for the Little Timberbug, which are coming so lively from all parts of the state, where his advertisement in this section of The Journal has awakened so much interest. Mr. Foote will continue the business under its former name, Royer Implement company.

Old Cans Bought

Replying to numerous recent inquiries relating to a market for once used food and other cans, the Gets It Soap company, Third and Columbia streets, states that it will trade its products for one-pound Crisco and Royal Club coffee cans, and five and 10-pound empty lard cans. The manager says he will call for these and deliver his soaps in payment therefor. The company's telephone is Main 5111.

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"Best by Test"
FOR FAMILY USE!!
R-Porter
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—all of them pure fruit flavors, and all of them delivered thru your dealer at $1.60 per case of 2 doz. 12 oz., except Puritan Club Ginger Ale, which is $2.80 for 2 doz. 15 oz. bottles, with 70c refunded for the empties.
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It is the last word in these machines—absolutely new—ALL STEEL—every part patented—weight 210 lbs. Price $160 to $165, f. o. b. Portland. No other drag saw like it. It is the finished product of five years' work. A cord of wood each 15 minutes. No part touches ground. Sits flat on the log. Send for circular.
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