

MILK WAR LOOMS AS POSSIBILITY IN CITY, DEVELOPMENTS SHOW

Portland-Damascus Company Declines Regular Supply, Controversy Opens.

Is Portland to have a milk war? Developments Tuesday and today between milk producers, as represented by the Oregon Dairyman's league and some of the distributors indicate a state of feeling between the two interests so warm that only positive intervention by the city milk commission, it is said, will avert trouble that might lead to serious interruptions in the city milk supply.

The first overt act occurred Tuesday afternoon when the Portland-Damascus Milk company, the largest distributor in the city, declined to accept shipments aggregating 10,000 pounds of milk a day from league members in the vicinity of Banks, Or.

Price Cause of Trouble

Alma D. Katz, president of the league, said this morning that the milk company did not notify the league until 4:30 o'clock Tuesday that it desired to cancel this morning's shipment.

"We have made it a rule to give a 10-day notice of cancellation," said Mr. Katz. "Fortunately we were able, even on short notice, to place the milk."

A. M. Work, manager of the Portland-Damascus company, said:

"For a long time we have been buying milk of the dairymen near Banks at a price of 15 cents a hundred pounds more than is paid by the commission, plus the freight to Portland. The commission dropped to \$2.15 a hundred pounds and we made the customary adjustment. When the league received our check it notified us that it was unacceptable. We notified the league in return that we would not need the milk longer."

Quality of Milk at Issue

"Meantime we had a representative getting a substitute supply from an area further from the city. We dislike to discontinue old shippers or league members but the league is being run as a one-man proposition and we think it should at least be in charge of a committee."

J. W. Pomeroy, manager of the league, said that for the company to go further afield for milk means that is securing milk ordinarily sold to condenseraries.

"It is milk not produced in accordance with the standards established for the Portland milk supply," he said, "either in dairy equipment or tuberculosis testing of cows and I doubt if the city milk division would have authority to admit it."

Mr. Work insisted that the substitute milk supply is of satisfactory quality. He answered a charge that the company had poured 100,000 pounds of skimmed milk a day into sewers instead of making cottage cheese of it, by saying:

Wastage Explanation Offered

"The league had a surplus of milk which it turned over to us, asking us to do the best we could with it. We disposed of as much of the surplus as we could and for five days we poured out 5000 to 7000 pounds of skim milk a day because we could not get the help to make it into cottage cheese and because to have done so would have glutted the Northwest market for a long time to come."

Henry E. Read, chairman of the city milk commission, said this morning that the commission will take cognizance of the letter addressed to the commission by Mr. Katz as president of the dairy-men's league, offering to postpone to July 1 the effective date of a proposed increase of 50 cents a hundred pounds in the price of milk to distributors. Dairymen are producing milk at less than cost and a milk shortage impends, said Mr. Katz.

Car Owners Now Responsible

An amended ordinance designed to hold owners of hire cars equally responsible with their drivers was passed by the city council today. The measure was proposed to meet a situation which has given the authorities considerable trouble. It is declared that some owners have been attempting to dodge responsibility on the claim that their licensed drivers alone are liable. Commissioner Kellaher voted against the ordinance.

PORTLAND BOY FIRES ON HUNS



M. Kirishian (at the left) with gas mask, ready to go into his dugout for action, and shell he fired across No Man's Land, now on exhibition.

The projectile it contained hurled across No Man's Land into the German lines, a shell, fired by a Portland boy, M. Kirishian, is being shown in the window of Cartozian Brothers, 323 Washington street. The shell is American made, indisputable evidence that the United States forces have ammunition made at home.

Kirishian was a Lincoln high school boy and volunteered last August, at the age of 18 years, to fight with the engineers. He is a member of Company E, 117th engineers. His parents live in Armenia, or did when they were last heard from months ago. He is a nephew of A. O. and H. O. Cartozian.

The shell, he writes, is one of a round of 10 he fired into the German lines. He has been on the firing line for three months, his dugout being 500 yards from the German trenches. He writes that he is healthy and happy and praises highly the work of the Y. M. C. A. and the treatment accorded the soldiers by their officers.

The shell is a Remington, U. M. C. make, of about 3 inch caliber, and engraved with the name of the engineers' organization and otherwise decorated by a French artist, a companion of the firing line.

missioners to seek another solution of the problem.

With more than 700 employees of industrial plants now depending upon private means of conveyance, not counting the 150 families living on the St. Helens road, the financial outlook for a street-car line is declared to be encouraging.

CHANCES BRIGHTEN FOR MUNICIPAL RAIL LINE INTO LINNTON

City's Suggestion Meets With Approval of Shipyard District; Line Is in Good Shape.

Portland's chances for its first municipal streetcar line have brightened with the promise of the officials of the S. P. & S. road to submit a proposition to the city commissioners Thursday for the lease of the old United Railways property to meet the transportation needs of Linnnton, Willbridge Oilton and vicinity.

The representatives of the railroad and city commissioners Tuesday made a thorough inspection of the existing tracks and the practicability of the rehabilitation of the line was established. The tracks are down from Portland to a point three miles from Linnnton, the overhead wires are in place for the completed distance, also. Some bridges and culverts will have to be put in. The roadbed is said to be in good condition.

Following Commissioner Kellaher's suggestion that the city operate the Portland-Linnnton line, several residents of the district affected, including the employees of the Shell Oil company, have written to the commissioner urging the city to take immediate action to establish a streetcar service. The writers expressed their disapproval of the jitney bus service, declaring that it had not given adequate results in the past.

Commissioner Mann has been trying to save the Linnnton transportation needs, but when J. M. Flick refused to put up bonds for the operation of his bus line it was necessary for the com-

GRADE WORK GOES BEGGING

No Bids Received for Improvement on Moody Street.

Plans of the city council to get under way improvement of streets in South Portland to benefit shipyard traffic received a temporary check with the refusal of bidders to tackle the job of grading Moody street from Gibbs street to Woods street. Commissioner Barbur says that the bids will be readvertised. Other bids opened follow:

Improvement of Smith avenue from Fessenden street to Bristol street, grading and sidewalks, S. Simonsen, \$2,829.01; United Contracting company, \$2,804.02.

Improvement of East Lincoln street, Warren Construction company, gravel Bitulithic, \$2 per square yard, \$1,584; S. Simonsen, concrete pavement, \$2 per square yard, \$1,521.

COUNCIL DISCUSSES FRANCHISE

Report of City Attorney La Roche on the status of the franchisees of Stephen Carver of the Trackless Car company, embracing routes in the city and for Linnnton, was discussed by the city council today. It appeared from the report that the Linnnton and Willbridge franchise is subject to forfeiture because of the failure to operate.

The city can also commence mandamus proceedings to compel operation. In the opinion of La Roche, in the case of the franchise covering Belmont street, East Thirty-ninth, Division, East Stark, East Clay, Ladd avenue and East Fifty-second street, it was declared that the acceptance had been filed, bonds approved, and that operation should have commenced long ago. Further investigation of the franchise was ordered by the council and the question will come up again next Friday.

E. P. DOTY, CIVIL WAR VETERAN, PASSES AWAY AT AGE OF 78

Was Sergeant in First Volunteer Cavalry of Rhode Island at End of Struggle.

Elton Perrin Doty, a veteran of the Civil war, died Tuesday at the home of his daughter, Mrs. A. M. Kelso, 286 Fourteenth street, at the age of 78 years. Mr. Doty was a native of Rhode Island, and enlisted as a private in the First Volunteer Cavalry of that state at the outbreak of the war, and was a sergeant when discharged at its close. He followed farming for some years in Kansas and Iowa, and came to Oregon in 1889, first being employed in Salem in the milling business, and afterwards removing to Portland and working for the Portland Railway, Light & Power company. He joined George Wright Post, Grand Army of the Republic, in this city, and was well known to many of his comrades.

Mr. Doty is survived by seven children as follows:

Dr. H. E. Doty, Concordia, Kansas; C. P. and A. Doty, Portland; A. H. Doty, Everett, Or.; E. P. Doty, Oakland, Cal.; Mrs. C. S. Harris, Butte, Mont., and Mrs. Kelso of this city. There are 11 grandchildren and two great grandchildren. Funeral services will be under the auspices of George Wright Post, G. A. R., and arrangements are in charge of J. P. Finley & Son.

Henry E. Williams, a conductor on the S. P. & S. line, died Tuesday at his home, 289 Monroe street, at the age of 52. He was a native of Penora, Iowa, and had resided in Portland for 15 years. Mr. Williams is survived by his widow, Mrs. Katherine Williams, and nine children, Hugh E. Williams, U. S. navy; James H. Ralph and Joseph D. Williams, U. S. army; Ethel M. Dorothy H. and Loretta V. Williams and Mrs. W. J. Walsh, all of this city. Funeral services are delayed awaiting the arrival of his son Hugh from his eastern station. They will be held Saturday morning at 9 o'clock in St. Mary's church, Williams avenue and Stanton streets, and arrangements are in charge of Dunning & McElwain, who are a member of the Knights of Columbus and the Railway Conductors.

James S. A. Henderson, the funeral of James S. A. Henderson, who died Monday, was held this afternoon from the chapel of F. S. Dunning & Co., under the auspices of Ivanhoe lodge, Knights of Pythias, of which he was a member. Mr. Henderson was in his sixty-third year. He was a native of Indiana and had resided in Oregon for the past 25 years. During his long illness the Knights of Pythias cared for him. Mr. Henderson is survived by four sisters and four brothers. Mrs. W. W. Shinn is the only sister residing in Portland, and his brothers all reside in the east.

Mrs. Margaret Nepp

Mrs. Margaret Nepp of Cornelius was suddenly seized with an attack of cerebral hemorrhage at the home of her daughter Tuesday night and died shortly afterward. Mrs. Nepp came to Portland on Monday to visit her daughter, Mrs. A. F. Towner, of 412 North Twenty-first street. Deputy Coroner Loyne said no inquest would be held. The body is in charge of Dunning & McElwain, undertakers, who are to ship it to Cornelius today.

Helen Minnie Howe

Friends of Mr. and Mrs. H. L. Howe of 605 Kelly street will regret to learn of the death of their daughter, Helen Minnie Howe, this morning. Helen was in her eleventh year, and was born in this city. She is survived by her parents and two brothers, Richard J. and Howard A. Howe. Funeral arrangements are in charge of J. P. Finley & Son.

Robert H. Thompson

Is Sued for Divorce

Held to Estate Owning Multnomah Hotel Property Sued by Third Wife, Who Asks \$1500 a Month Alimony.

San Francisco, June 18.—(U. P.)—Mrs. Beatrice Thompson today filed suit for divorce from Robert Henry Thompson of Portland, Or., whom she married in Los Angeles on April 3. She declared Thompson was a drunkard and asked \$1500 a month permanent alimony.

The complaint alleges that Thompson "used abusive and profane language" in the presence of Mrs. Thompson's friends and relatives, causing her great humiliation. They were separated on June 10.

Robert H. Thompson is the adopted son of R. H. (Henry) Thompson, who died here a few months ago, and therefore a member, by adoption, of the R. H. Thompson family, a portion of the estate of which he is said to have inherited. Henry Thompson was a son and one of the principal beneficiaries of R. H. Thompson, whose estate owns the Multnomah hotel. "Bob" Thompson was interested in the Speedwell Automobile agency here and owns the property on which the concern is located.

The present Mrs. Thompson is his third wife. His first wife was a Portland woman. Later he married a woman whose home was in Tacoma, and only within the past week his friends in Portland have begun to receive word that he was married again.

COUNTY COURT NOTES

The county commissioners have again started proceedings to widen the Columbia river highway at Springdale in order to eliminate the "serious menace to the traveling public" of a store that obstructs a plain view of the turn at that point. At one time \$500 was offered the owner to allow the road to be changed, but he refused. The courts will now be appealed to after viewers have appraised damages unless the matter is settled otherwise.

J. Agby, Route 1, Box 991, Portland, has received \$28 for a cow killed in the interest of the public health.

John Denison, foreman of the Multnomah farm, is now on leave of absence without pay, and his place is filled by S. B. Hall, county agricultural agent.

Sheriff Huriburt has been authorized to appoint two more motorcycle officers and charge their salaries to the road fund.

The district attorney has informed the county commissioners that they

have not the power to sell the old ferryboat, Lionel R. Webster, used on the Albina ferry, as it belongs to the city.

A report to the county commissioners shows that the Reeder road on Sauvie Island is under construction with litigation continuing regarding its location.

No bids being received for lumber to construct needed fencing along the Bridgeton road, the county commissioners have authorized purchase in the open market.

The proposed overhead crossing to be constructed by the O-W. R. & N. at Kellogg street, St. Johns, has been approved by the county commissioners.

NEW NATIONAL PARTY CONVENTION IS SET TO MEET ON JUNE 22

Complete State Ticket Will Be Named to Be Entered at November Election.

The National party will hold a state convention in Portland, at Central Library hall, June 22 at 2:30 in the afternoon, for the purpose of nominating a full state ticket for the coming November election.

The National party was organized in March of this year at a national convention held in Chicago and it is intended to be a combination of the progressive elements or groups of the old line parties who have not been able to have their ideals thrown to the forefront of the platforms of the organizations which they are now leaving.

The national officers of the new party, as elected at the Chicago convention are: Chairman, D. C. Coats, former lieutenant governor of Colorado; vice chairman, Marie C. Brehan, of California; treasurer, William Corcoran of New Jersey; secretary, Clarence E. Pitts of Illinois. The executive committee is composed of former prohibitionists, Progressives, Social Democrats, tax reform and labor leaders.

Robert E. Leigh of Reed College is the national committeeman for Oregon and is in direct charge of the organization of the campaign plans which the party members expect to put into operation during the coming months. The state committee is composed of: Chairman, George L. Cleaver; secretary-treasurer, Neddie M. Rankin; D. Brown, Frederick K. Howard, Mrs. Paul Douglas and B. A. Green.

The leaders of the new movement have been holding weekly meetings at Central Library hall since early April, as a result of which the membership has grown until it is sufficiently large to enable the party to hold a convention under the provisions of the direct primary law.

Mrs. Gerlinger to Enter Movies

Mrs. Gertrude Gerlinger left this afternoon on the steamer Cello for Los Angeles, where she will enter the moving picture field. She has not completed arrangements for her future, but will consider several offers. She is accompanied by her two children and will make her home in Los Angeles.

Kentucky, Too, Is Dry

Lexington, Ky., June 18.—(I. N. S.)—Churches, druggists and scientists are the only ones in dry territory here to whom can be sent spirituous liquors after midnight tonight, when the anti-shipment law becomes effective. Churches may receive the barred liquors for communal purposes.

LANDLORDS ARE NOT PROFITEERING IN RENT, SPEAKER POINTS OUT

Portland Should Adopt Housing Program for Ship Workers, Mr. Wentworth Says.

Portland should immediately adopt a housing program that will meet the needs of the rapidly increasing industrial population, declared L. J. Wentworth, district officer of the Emergency Fleet corporation, before the Rotary club Tuesday.

Herbert Gordon, chairman of the joint housing committee of the Chamber of Commerce and the Realty board, and H. E. Plummer, head of the city building inspection division, and Carl R. Jones defended the landlords of the city against charges that they are profiteering in rents. They said for a time owners were renting houses for small amounts to get tenants that would protect the properties against thefts, that now they are merely coming to a rent basis necessary to make a 7 per cent net return on their investment. To do this, he said, they must have 12 to 13 per cent gross return, or \$53 rent

for a \$5000 property and \$18 for a \$1500 property.

7000 Employees Will Be Added

A. G. Johnson, former assistant city commissioner and now plant Y. M. C. A. secretary for the Columbia River Shipbuilding corporation, declared that his firm and the Northwest Steel company will shortly be adding 7000 men to their forces and to house them will be an urgent necessity. Fred Spoor, a former president of the club, closed the discussion by declaring that previously made charges that landlords have been profiteering had not been presented and urged that this side of the matter come before the club.

Building Inspector Plummer said Portland has a population of 312,000, estimated on the increase in gas, electric light, telephone and water connections. The city should be building 4000 houses a year to meet this increase, and is building only an average of 440 a year, he said. Figures presented by Mr. Plummer to indicate the growth of Portland showed gas connections in 1910 numbered 28,320; in 1917, 42,310, which on a ratio of one gas connection to 7.3-10 of population, indicates 800,000 people in Portland. In 1910 there were 21,838 electric connections; in 1917, 42,700, which on a ratio of one to 9.4-10, indicates a city population of 400,000.

Mr. Wentworth said that where it is absolutely necessary the government is putting in money and organization on a non-profit basis to provide houses, but that a non-profit enterprise is bad for a city and will always be a reflection on Portland if it does not handle its own housing problems.

WIDOW OF CAPTAIN IS AWARDED \$12,500 AS RESULT OF HIS DEATH

North Pacific Lumber Co. and Its Receivers Lose in Damage Action.

Damages in the amount of \$12,500 were awarded A. Maude Rorvick against the North Pacific Lumber company and its receivers by a jury in Circuit Judge Tucker's court in a sealed verdict.

Mrs. Rorvick was suing for \$25,000 for the death of her husband, C. F. Rorvick, captain of the steamship Klamath, who, she alleged, met his death as the result of an accident occurring August 3, 1916, at the company's wharf in North Portland.

Rorvick, it was shown by the testimony, was standing between a pile of lumber and the edge of the wharf when a car of lumber struck the lumber pile by which he was standing, shoving it forward and knocking him off the wharf. Rorvick in his fall received serious injuries from which he died a few days later, it was testified.

TOM MIX
THE AGE OF FILM DOM
IN HIS LATEST AND BEST
"ACE HIGH"
THE MASTER COWBOY AND DAREDEVIL RIDER IN A BIG POWERFUL STORY OF THE NORTH CANADIAN WOODS

STRAND THEATER
VAUDEVILLE & PHOTOPAYS

CONTINUOUS PORTLAND FAMOUS FAMILY THEATRE 1 TO 11 P.M.

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GOOD HOME MADE BREAD

Put 1 tablespoon butter, 1/4 tablespoon Swift's Cotosuet, 1 tablespoon sugar, 1 1/2 teaspoon salt in large bowl. Pour on 1 pint boiling water and 1 pint scalded milk, when lukewarm add 1 dissolved yeast cake and 1 quart of flour (or flour, substitute 1/4 barley, corn or rye flour for an equal amount of wheat flour). Stir until thoroughly mixed. Add 2 quarts of flour, mix and turn on floured board. Knead until smooth and elastic and until bubbles appear under the surface. Cover and set in a warm place to rise. Cut down, knead, shape into loaves, place in greased pans, cover and let rise to double bulk. Bake in a hot oven.

Swift's Cotosuet
—Save Wheat
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Wholesome, nutritious bread can be prepared with Swift's Cotosuet by following the above directions carefully.

Swift's Cotosuet
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Swift's Cotosuet is economical—it being necessary to use only two-thirds as much as other shortening. Excellent for baking and frying.

Sold in small, medium and large size new sterilized tin pails.

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Send your name and address for a copy of Albers Conservation Recipes—best of 100 recipes—how to use wheat substitutes in baking. It will be sent to you absolutely free, postpaid. Address

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