JOB OF FIGURING UP ITEMS SPEN ON SHIPS IS

Shipbuilders Take Steps to Esti- Portland Builders to Deliver Many mate Amounts Spent on Keels Laid on Unfinished Ships.

Reimburse Shipyards to Maximum Amount of \$4,800,000.

Oregon wooden shipbuilders whose un-Inished contracts aggregating about Awensdaw; December 31, Callabasas; \$14,000,000 have been cancelled by the January 1, Aimwell; January 4, Ben-United States shipping board have sonia and Mattapan; January 6, Mustackled the prodigious problem of making up their estimates of expense in- Eagle; January 12, Fort Stevens; January curred on the prospective keels, in order ary 15, Clackamas and Benvola; Januthat they shall receive adequate reim- ary 18, Wakiki and Fort Sill; January bursement from the government.

At the meeting of the Oregon Wood Shipbuilders' association Friday night the whole question was discussed and definite plans for instituting a careful search for all items of expense were adopted. Under the ruling of the board of trus

tees of the shipping board, the builders will be reimbursed up to \$200,000 on each keel, the contract for which was cancelled. After waiting for some definite word from the federal shipping authorities as to the policy of resuming operations on the cancelled contracts, the builders have concluded that the "jig is up" for the wooden ship, so far as the government is concerned. Press reports had stated that there was a A. Rocks. esibility of the cancellation order being changed. Encouraged with this ray hope, yard owners have been marking time, and in most cases, have not been attempting to land new contracts on private accounts, although the shipg board has permitted the builders to take on such orders.

That the work of checking up on all materials and labor costs incurred in anticipation of proceeding with the contracts in hand will be difficult and one requiring the most expert skill, is admitted. In some cases yard owners have their yards well stocked with materials which were to go into the new ships. Frames and lumber had been cut. knees assembled and a great amount of other work accomplished. According to Statistician Captain H.

E. Mitcheil of the Oregon division of the Emergency Fleet corporation, 24 government contracts for wooden ships were cancelled. Estimating the cost of each hull at

\$600,000 the total valuation would be \$14.400,000. On the basis of the reimbursement builders would be entitled to the maximum sum of \$200,000 for each yessel, or a total of \$4,800,000. Following is a list of the cancellations, by contract for each yard: G. M. Standifer Construction company (Van-Coast Shipbuilding company, 4; Mc-Eachern Shipbuilding company, 7; George F. Rodgers Shipbuilding com-

SHIPWORKERS QUIT AT NOON Half Holiday Again Put Into Effect

in Local Yards.

pany, 2; St. Helens Shipbuilding com-pany, 2; Wilson Shipbuilding company 2.

Shipbuilding operations were interrupied in the Portland district today as result of the refusal of the metal trades workers, shipwrights and their affiliated unions to work the full eight The organized workers quit their places at noon, in accordance with their former notice which was sent to the yard owners this week. Some of the plants remained open and

a few men stuck to their jobs, but there was no serious attempt to continue operations with the handful of employes available. Both the Albina Engine & Machine works and the Northwest Steel company shut down their plants at noon. general. The Columbia River Shipbuilding corporation continued with a few men at At the Willamette Iron & Steel works

the statement was given out by plant officials that the work would continue despite the action of the Maritime coun-Knapp, president of the Peninsula Shipbuilding company, said he would keep his yard open for those who desired to

All the yards, both wood and steel, are affected by the decision of the union men to take a half holiday on Saturdays In the future. The yard owners, as a rule, are adhering to the terms of the Macy wage agreement, which makes no provision for a half holiday

BIG STEAMER BRINGS TROOPS

Regina, on Maiden Trip, Carries 2100

Soldiers. Laden with 2100 troops from overseas.

the giant new steamer, Regina, of the cember 20, on her maiden trip, accord-

FINE FOR RHEUMATISM

Musterole Loosens Up Those Stiff Joints—Drives Out Pain You'll know why thousands use Musterole once you experience the glad relief it gives.

Get a jar at once from the nearest drug store. It is a clean, white ointment, made with the oil of mustard. Better than a mustard plaster and does not blister. Brings ease and comfort while it is being rubbed on! Musterole is recommended by many

doctors and nurses, Millions of jars are used annually for bronchitis, croup, stiff neck, asthma, neuralgia, pleurisy, rheumatism, lumbago, pains and aches of the back or joints, sprains, sore muscles, bruises, chilblains, frosted feet, colds of the chest (it often prevents pneumonia). 30c and 60c jars; hospital size \$2.50.





ing to telegraphic word received by Dorsey B. Smith, manager of The Journal travel and information bureau. The vessel is 600 feet long and has a beam of 68 feet. She has a gross tonnage of She is provided with triple combination reciprocating and turbine engines, the same as the Olympic, which is the largest British ship The Regina is the biggest cabin steamer in the Canadian trade, according to A E. Disney of Seattle, who sent the wire Mr. Smith.

35 SHIPS FOR GOVERNMENT

Vessels Before February 28. Nearly two score of vessels, mostly vooden shins, built for the United States government, will be turned over to the ederal authorities at Portland by their builders before February 28, it was an-CONTRACTS AFFECTED nounced by Lieutenant Jones of the sea service bureau Friday. The work of manning ships with crews is proceeding as fast as the vessels are Government May Be Asked to formally delivered, and after the regulation trips are made. The ships delivered are: December 21, Cabeza and Latoka; December 23, Ash-

burn and Medford; December 24, Aiken; December 25, Kanakee; December 26, kanda - and Belding; December 30, keto and Fort Scott; January 10, Blue 25, Fort Smith, Maratanza and Capines; January 30, Kangi and Cotteral; January 31, Cresap; February 3, Anthera; February 15, Wanzu; February 20, Okiya; February 28, Klamath; indefinite, Bellebrook.

Ruby's Captain Is Arrested

Seattle, Dec. 21 .- (U. P.) -- Charged ith disposing of a portion of his vessel's cargo of mining supplies without reporting to the owners, Captain D. S. McAlpine, master of the power schooner Ruby, who abandoned his ship at Seward Alaska September 18, after terrific gales had nearly swamped the vessel, was put under arrest here Friday by Deputy United States Marshal

Steel Steamer Launched Tacoma, Dec. 21.-(I. N. S.)-With the launching here today of the 7500-ton steel steamship Cascade the Todd Shipbuilding & Drydock company brought its total of tonnage floated to 60,000 tons within a year of the establishment of the plant.

ALL ALONG THE WATERFRONT

The following affects the aids to navgation in the seventeenth lighthouse dis-trict, according to Superintendent War-Oregon—Columbia river, Astoria to Fongue Point, middle ground buoy, 3, in 15 feet of water, changed December 14 second class spar without other

change.
Washington—Grays Harbor entrance
outer buoy, reported adrift December 17;
will be replaced as soon as practicable.
Washington — Admiralty Inlet, Port
Ludlow, Colvos Rocks buoy 2, and Tala
Point buoy 1, were replaced December 19,
Oscar Schwarz, United States nautical expert, reports as follows:
California—Los Angeles harbor, San
Pedro entrance light No. 2, changed to
flashing December 16, flashing red every
five seconds, flash one second duration
of 35 candlepower, on a 3 pile structure
in 24 feet of water, with red horizontally slatted daymarks. California—San Pablo bay, San Pablo

dredged channel gas and bell buoy 1 relighted December 14, having been heretofore reported extinguished.

Hans Michelsen has resumed command of the steamer C. C. Lindauer, relieving Kuno Detlefsen.

Ingvald Rossen has replaced Johannes Olsen as master of the steamer Vanguard.
Acting Supervisor Henry Avila of the

training fleet. The from 18 to 35 years. The shipping board steamer Zaca, 9000

tons, had a successful trial trip on San Francisco bay waters Friday, making even better time than was expected.

News of the Port

Aurelia, American steamer, from San Fran-cisco, Eureka and Coos Bay, passengers and Argyll, American steamer, from San Franciaco, oil.

J. A. Chanslor, American steamer, from San Departures December 21

Aurelia, American steamer, for San Francisco, via Eureka and Coos Bay, passengers and general. West Zeda, American steamer, for trial trip, cil and the Metal Trades council. F. C. ballast.

Knapp, president of the Penipsula Ship.

El Segundo, American steamer, for San Fran-

> MARINE ALMANAC Weather at River's Mouth
>
> North Head, Dec. 21. — Conditions at the outh of the river at noon: Wind east, three miles; clear, sea smooth. Tides at Astoria Sunday

High water. Low water.
4:16 a. m, ...8.1 feet 10:25 a. m. ..3.2 feet 3:47 p. m. ...8.0 feet 10:40 p. m. ...0.9 foot Sun rises at 7:51 a. m. | Sun sets at 4:29 p. m DAILY RIVER READINGS

STATIONS

Flood Stage. Height (In feet). Change in last 24 Bainfall in last 24 hours. 25 | 1.7 | -0.1 | 0.00 10 | 4.6 | 0.7 | 0.00 20 | 5.2 | 1.1 | 0.01 20 | 5.1 | 1.1 | 0.00 12 | 6.4 | 0.4 | 0.01

(*) Rising. (-) Falling.

RIVER FORECAST

AT NEIGHBORING PORTS San Francisco, Dec. 21.—Arrived, at 10 a.

1. steamer City of Topeka, from Portland, via

Lureka and Coos Bay; steamer Trinidad, from

lan Pedro, for Columbia river, put in on acunt of rough weather.

count of rough weather.

Astoria, Dec. 20.—Arrived, at noon, and left up at 6 p. m., steamer Argyll, from San Francisco; arrived, at noon, and left up at 1 p. m., steamer J. A. Chanslor, from Gaviota; arrived, at 3 and left up at 5:30 p. m., steamer Aurelia, from San Francisco, Eureka and Coos Bay. Sailed, at noon, steamer General Baratier, for France.

San Francisco, Eureka and Coos Bay. Sailed, at noon, steamer General Baratier, for France.

San Francisco, Dec. 20.—Sailed, at noon, steamer Frank D. Stout, for Portland.

San Francisco, Dec. 21.—(I. N. S.)—Arrived 20: Whittier, Port San Luis, 8 p. m.

Sailed 20:: Frank D. Stout, Portland, 12 noon; Queen, Los Angeles, 12:30 p. m.; Santa Monica, Eureka, 4:20 p. m.; D. G. Scoffield, Scattle, 12:40 p. m.; Richmond, with barge 95 in tow, Seattle, 1:50 p. m.; Point Loma, New York, 2:35 p. m.; Daisy Putman, Grays Harbor, 2:35 p. m.; Acme, Bandon, 3:10 p. m.; tug Sea Eagle, with barge Simla in tow, Port San Luis, 6:15 p. m.; schooner William Olsen, Auckland, 3 p. m.; San Jacinto, Grays Harbor, 3:50 p. m.; Vanguard, Eureka, 6:35 p. m.

Scattle, Dec. 20.—(I. N. S.)—Arrived: Steamer W. S. Rheam, San Francisco, Sa. m.; Broncho, from Bellingham, at 7:30 a. m. Dec. 19, arrived: Steamer City of Seattle, from southeastern Alaskan ports, at 7:30 p. m.; Admiral Farragut, from Vancouver, B. C.; Saginaw, from San Francisco, at 3 p. m.

Salled, Dec. 20: Steamer Tukon, for Vladivostok, at 11 a: m. Sailed Dec. 19: Steamer Tokai Maru, for Kobe and ports, at 10 p. m.; Admiral Wainwright, for Hongkong, via Honolulu, at 8:40 p. m.

Seward, Dec. 19.—(I. N. S.)—Sailed, Steam-

Asinwright, for Hongworg, via Robots, p. m. Seward, Dec. 19,—(I. N. S.)—Sailed. Steamer Alameda, southbound, at 2:30 a. m. Sydney, Dec. 13.—(I. N. S.)—Arrived: Steamer Makura, from Vancouver.

Hong Kong, Dec. 14.—(I. N. S.)—Arrived: Steamer Kashima Maru, from Seattle San Francisco, Dec. 21.—(I. N. S.)—Arrived: Steamer Trinidad, Los Angeles, midnight: Stanley Dollar, Manila, via Honolulu, 1:30 a. m.; Hartwood, Los Angeles, 5 a. m.; City of To-

TAKE RYAN'S PLACE

New Director of Air Service Commanded Rainbow Division in France.

Washington, Dec. 21.-(I. N. S.)-Appointment of Major-General Charles P. Mencher as director of air service, to succeed John D. Ryan, resigned, was announced by General March, chief of LAKES staff, at his conference today with representatives of the press. At the same time General March designated Colonel James A. Mars as General Mencher's assistant to replace W. C. Potter, formerly Ryan's assistant and who resigned with his chief.

General Mencher has a particularly Cabura; December 28, Kokomo, Ma- enviable record overseas, General March asserted. He was first in command o the Rainbow division and then promoted to the command of the Sixth army corps. He is now on his way from France and will assume direction of the air service immediately upon his arrival in this

> Demobilization Goes on Rapidly Referring to the demobilization of he army in the United States, General March announced that an average of discharges a day had been attained. During the week ended December 14. 188,522 enlisted men were released from the service. Figuring on a seven-day week, this brought the average to more than 27,000 a day. However, many of the men discharged were from student army training corps, which did not work on Sundays, thereby bring-

> 000 a day. Since the signing of the armistice on November 11, 26,903 officers have been discharged. General March announced. In this connection he said it was interesting to note that the last army register, which contained the names of all the officers both in the active service and on the retired list and published in 1916, contained the names of only 4840. 2653 Prisoners Recovered

ing the average discharges to some 30,-

Last Saturday General March announced that the number of troops in the United States designated for dis-charge totalled 824,000. Today he said that this number had increased to more than 900,000

Interesting figures in reference to American prisoners of war were also made public by the chief of staff. Up to December 15, he said, there had been 2653 Yankee captives repatriated through Switzerland, and the camp at Rastatt had been entirely evacuated, with the exception of three wounded soldiers. Southern Germany is being combed for wounded and sick Americans, and arrangements have been made for a sanitary train to run from Berne three times a week to transport those that are located. There are but a few Americans, with the exception of those in the army of occupation, now remaining in German territory, General March

OREGON MAN NEAR DEATH BY TORPEDO

(Continued From Page One)

with all those 'ash cans' on board." M. A. Sohst has succeeded Captain Cries as master of the steamer Homer.

J. Wehman has replaced Captain Bergmark in command of the steamer Bee.

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J. Wehman has replaced Captain Bergmark in command of the steamer Bee. ago, coming to Oregon at that time.

Sailed With Largest Convoy The most important position held by Lieutenant Saurman was that of assist-San Francisco branch of the sea service bureau of the United State shipping board announced Friday the extension trict at Norfolk, Va. One of his first age . limits for apprentices in the acts in this office was to place under The new age limit is quarantine some 12,000 sailors on account of the influenza.

He was in transport service during the time that German submarines were active off the Eastern coast and was on a transport which left New York with the largest convoy during the war, including 45 ships. It sailed about the middle of May, 1917, and was followed by submarines at about 10 miles. Under cover of night the ships made a sharp turn from their course and went some distance up the coast before going on across the ocean.

Oregon Boys Called Best While in foreign waters Lieutenant Saurman saw the British grand fleet twice, and on one occasion was in a party of American officers entertained on the Empress of India, one of the English superdreadnaughts. landed several times at Brest, where many American troops disembarked. He claimed he was unbiased in his statement that the Oregon soldiers were by far the best that he saw, in spite of the fact that the only rolling surface many of them had seen before their enlistment was the rolling sand-dune

country of Eastern Oregon. He saw

many Oregon sailors and soldiers on the

transports.

Divorces Are Granted Oregon City, Dec. 21.-Decrees of divorce were issued from the circuit court Friday afternoon by Judge Campbell, as follows: W. E. Fillmore from Mamie Fillmore, Evelyn Sprague from Lester Sprague and the plaintiff restored 50,000 Cookies her maiden name of Evelyn Myrick her maiden name of Evelyn Myrick,

the plaintiff restored her maiden name of Nancy A. Perkins. The Willamette river at Portland will remain peka, Portland, via Marshfield and Eureka, 9:35 a.m.; Point Arena, Honolulu, 12 noon; steamer sunday will occur about 10:15 a.m. and 9:45 Sailed: North Fork, Eureka, 11 a.m.

peka, Portland, via Marshfield and Eureka, 9:35
a. m.; Point Arena, Honolulu, 12 noon; steamer
Eastcape, Manila and Robe, 12 noon.
Salled: North Fork, Eureka, 11 a. m.
Tocopilla, Dec. 15.—(I. N. S.)—Arrived:
Steamer Eastern Cross, from Seattle.
Kobe, Dec. 14.—(I. N. S.)—Arrived Steamer Mandasan Maru, from Seattle.
Yokohama, Dec. 18.—(I. N. S.)—Salled
Steamer Africa Maru, for Seattle, Dec. 13, arrived:
Steamer Empress of Japan, from Vancouver, B. C.
Shimonosenki, Dec. 13.—(I. N. S.)—Arrived:
Steamer Mont Eagle, from Vancouver, B. C.
Honolulu, Dec. 18.—(I. N. S.)—Arrived:
Schooner Caroline, from Port Ludiow, thence
November 19. Schooner Caroline, from Port Ludlow, thence November 19.
Victoria, Dec. 20.— (I. N. S.)—Sailed: Steamer. Somedono Maru, for Vancouver, B. C., at 9:40 a. m. Arrived: Steamer Bundurra, from sea with engine trouble and short of water. Dungeness, Dec. 20.—(I. N. S.)—Passed in: A shipping board steamer at 8:45 a. m. Manila, Dec. 19.— (I. N. S.)—Arrived: Steamer Arabia Maru, from Seattle.
Balboa, Dec. 19.— (I. N. S.)—Arrived: Steamer Warisaida, from Vancouver, B. C.
Tacoma, Dec. 20.—(I. N. S.)—Arrived: Steamer Aidska, from Seattle. Dec. 19, arrived: Steamer Celilo, from San Francisco, via Seattle.

> WAR RESTRICTIONS OFF!

Send us your orders for STRUCTURAL STEEL, PLATES, RIVETS, BOLTS for any purpose Northwest Steel Co.

WOOD SHIPS ARE

H. C. Sanford Condemns Ferris and Howe Types and Gives His Reasons for Criticisms.

CRAFT COMPARED

Assertion Is Made Wood Craft Will Stand Greater Hardships Than Those of Steel.

By H. S. Harcourt H. C. Sanford, who has been engaged in mechanical engineering, shipping, shipbuilding and with wrecking companies all his life, declares wood ships have many advantages over the steel ship, both in endurance and cheapness. First of all, he says, fault has been found with the material of which the wooden ships have been constructed. that it is unseasoned, put in the vessels immediately after being drawn from the water and every pore filled with it all of which is true. "I know a process by which, at infinitesimal cost, the water and detrimental acids can be extracted from the woods and another alkaloid substance, cheaper than the salt now used, substituted, the latter indefinitely preserving the shipbuilding material. This is an absolute fact. I have tested it out and know whereof I speak.

Coast Favorably Situated "No place in the world is more favorably situated for wood shipbuilding than is the North Pacific coast. All things equisite are here, and it is a shame that the yards so recently in active operation should be so unceremoniously closed and their splendid ways allowed to rot. If it were but possible for the of Oregon to be heard by the ears of Washington, and a patient hearing be given to the explanations I could make of the reasons for the deficiencies alleged against the vessels of wood constructed here, I am sure conditions would be reversed and changed opinions be created.

"The Howe and Ferris type of ship construction forced upon Pacific coast ouilders have been justly condemned. Truth is, naval engineers ought to not be employed in designing commercial vessels. It is not necessary to state the reason more than to say that their schooling is not of the practical kind so necessary in this class of work Machinery Should Be Moved

"For one thing, cargo space is sacrificed by placing the machinery too far to the fore. It could be located much farther aft without detriment to the vessel's speed or endurance, providing additional cargo space, amounting to scores of tons, and the boats could be strengthened by the use of steel instead of wood ship knees. Steel plate cords, half moon shaped, for example, on the sides of the vessel, running from stem to stern, instead of wooden cords diagonally employed, would add strength, also, if such were needed, and these not add materially to the cost o craft built and used on the Great Lakes. plying between Duluth, Chicago and other ports to Buffalo. You will not find a Ferris or a Howe type of vessel among them, and, as a matter of fact, they will endure greater hardships than if constructed of steel.

Are More Flexible "First, built of wood, the vessel is more flexible and in a storm or on a bar not so liable to break in two. Load a vessel, for example, with steel rails. They constitute a most rigid cargo and a dangerous, if in the hold or on the deck of a steel vessel which has encountered a reef, typhoon or other severe storm. Not so the ship constructed of wood. Being flexible, to a certain degree, it is not nearly so liable to break in two, and with the acid and water extracted, which is easily done by a vacuum process, and the proper alkaloids employed, the ship of wood would most certainly justify its universal use. The salt now used to absorb the acids. in time erodes anything of iron or steel with which it comes in contact, as nails and spikes, and this is one of the reasonable objections to its employment. With this eliminated, and the builders of the coast permitted to design their own ships, patterned not by naval engineers, I can see no reason at all why the wood shipbuilding on this coast could not be made a most substantial and permanent industry."

Mr. Sanford is a mechanical engineer. and has seen service with the Cramps, the Newport News shipbuilders, the Great Lakes Shipbuilding companies, Chicago; the Merritt Wrecking company of New, York, Cleveland shipbuilding concerns, has navigated the waters of every sea and is sure he knows what he is talking about.

Nancy A. Jones from John Jones and Day's Baking for Grandma Company

Fifty thousand, and often more, cookles a day is the record of the Grandma Cookie company, 384 East Stark street, and the daintles are made by machinery and baked by gas. F. D. and D. E. Wheeler, owners, say that the past has been an "up and down" and fickle year on account of necessary war regulations. Prior thereto they did not know that t was possible to make most palatable cookies of ingredients not wholly composed of white flour. They did so, however, though at present wheat white flour nothing to be desired, and nearly all only is used. The output of the Grandma Cookie company is found in many Port- made by this firm were furnished by land homes, most of the restaurants and a majority of the hotels. They are generally sold in the interior towns of Oregon and Washington. Even as far away as Spokane they are a table necessity as well as luxury. They are sold in Yakima, in Walla Walla and Pendleton and Weiser and Boise. They are not retailed at the factory, but delivered to grocers and jobbers, the latter supplying their country customers. The company's factory is one of the most sanitary bakeries in the country. It occupies a floor space 100x150 feet three

floors above the street. A machine kneads the dough, and this is automatically fed from a hopper. The machine drops 32 cookies, four in a row, ento a large pan which moves slowly beneath the hopper. Pan follows pan until the hopper is emptied, a man feeding and a woman receiving them. The woman deposits the pans upon the arms of a rack, from which they are taken by a man and shoved into an oven, coming out in a minute or two baked to a beauti-

Name of Product May Be Changed By Lambert Co.

That its name may be more expressive of its business, the Lambert Mul-tiplus company, 125 Grand avenue north, has called a meeting of its stocknolders to be held at its offices on Monday evening, the purpose being to change the name to one not so far determined upon.

In the patent office description of he Lambert non-puncture tire the word "Multiplus," it is explained by the management, was coined to represent a multiple of bands plus a series of supports, but at present, on account of peneficial changes, the name is confusing and no longer applicable to the enlarged business and conditions of the The manufacture of a stretchless

belting and leatherless harness, inventions in themselves exceedingly valuable, has added new features to the industry, therefore Multiplus has no informative meaning in connection with the manufacture of the three valuable articles turned out by the company. To stimulate interest in the proposition, \$25 will be paid by the company for the most appropriate name, and another \$25 for the best design or trademark, if adopted by the company, or \$50 if a combined name and design presented by a stockholder is chosen.

DELICIOUS BEVERAGE BEING MANUFACTURED CRANBERRIES

Cranmoor Company Finds Sales Largely Increased Through Home Industry League.

When war closed the dye gates of Germany, American chemists, the equal of any in the world, got busy and today our nation, in respect to dyes, is independent of the Teutons, and soon is to become an exporter of dyestuffs as perfect and as good as any ever evolved in a German clasped so it cannot be accidentally un

When prohibition ended the manufacture of intoxicants in Oregon, the fertile minds of the thinkers of our state turned their attention to the production of beverages as attractive to the palate as any of the condemned liquids and without their harmful ingredients. The Cranmoor Manufacturing com-

pany, 480 Albina avenue, turned its attention to the cranberry, and with marvelous success. With a powerful press it extracts the juice from the berry, and when it is sweetened and bottled it requires no flavoring to become one of the most delightful of all soft drinks. Almost as heavy as syrup, it needs to be diluted by water, half and half, and it then is a table or sideboard luxury. The company likewise manufactures

what it has named White Seal ginger ale, another drink of superior merit. Each of these beverages is served in the dining rooms of the large hotels, and would home drinks if the people were acquainted with them. The cranberry juice, boiled, may be reduced to cran berry jelly, and served as such. It retails at 25 cents a bottle, but for beverage purposes one bottle makes two. The Cranmoor Manufacturing company is only 18 months old. H. M. Williams is president and treasurer of the

company, and David Loring, secretary

Its active manager is E. D. Habensack a man skilled in this class of manufacturing, and who devotes his entire time to his work. "We owe much of our success with the big hotels to A. G. Clark, manager of the Home Industry league," Mr. Habensack declares. "When Mrs. Ben Ely solicited us to unite with the league, we hesitated, surmising its benefits would not requite us for the cost. But finally we did join the organization, and immediately Mr. Clark got in touch with the managements of the high class hostelries and we got our products on their bills of fare at once. There is a man

whose efforts are not appreciated as

they should be. I am thoroughly con-

in the city he could not and would not

help, if he were given a chance. Our \$5

vinced that there is not an industry

a month has been a good investment.'

Army Man Praises Uniforms Made by Portland Factory

Desiring an expression as to the quality of Oregon manufactures produced for the government for use by cur troops in the war, A. G. Clark of the Home Industry league addressed. among others, an inquiry to the zone supply officer, Fort Mason, San Francisco, relating to the quality of uniforms made for the department at the Neustadter Bros. factory in this city. A reply was received the other day, explaining that the department does not write laudatory expressions relating to anything bought for the government, but in this case M. L. Gerstle, major, quartermaster corps, forgot the regulaions long enough to reply to Mr. Clark as follows:

"Answering yours of the tenth instant, beg to state that the firm of Neustadter Bros., Portland, has manufactured uniforms for the army during the past 18 months. The workmanship has been good and the company has been exceedingly prompt in its deliveries, and the volume of its output has leen very gratifying to the government. In fact, the relations of the government with Neustadter Bros. leave the material from which uniforms were the Portland and Oregon City mills." And so it goes. If there is one thing for which Portland is noted for more than another, it is the quality of its manufactures, a fact which is being rapidly discovered wherever they beome known. The firm of Neustadter Bros. is no exception, and this is some thing our home folk need to learn, particularly newcomers, wedded to their dols of the East.

city two substantial auto trucks transport them to the stores where they are old to consumers. The industry was established four years ago, and has been a success from the start.

Chinese Delegates on Way Seattle, Dec. 21.—(U. P.)—Chinese delegates to the Versailles peace con-ference will arrive in Seattle Tuesday

and hurry across the continent to make ful brown. Women then pack them in norne, representative of the state decartons ready for delivery, and in the partment, is here to greet them.

ADVERTISING PROVES OF GREAT VALUE TO PORTLAND SHOE MAN

Local Manufacturer Receives Order for Miners' Footwear as Result of Display in 1915.

By H. S. Harcourt Here is a little story illustrative of the life of advertising, particularly

when the article advertised is alive with merit. It was in 1915 that the Panama-l'a cific International exposition was held in San Francisco, and the Theo. Berg mann Shoe Manufacturing company of Portland was one of the thousands of exhibitors. Among others of its manufactures it exhibited a line of miners' shoes, which were examined and admired by W. J. Foley, manager of the

Argus Copper company, with offices at frona, Cal. Remembering them, Mr. Foley wrote the Home Industry league of the Chamber of Commerce of this city a letter, which was received on Tuesday, inquiring the address of the manufacturer, saying that it is his desire to invest in the Bergmann foot-wear, if at present obtainable. "They ooked good to me," Mr. Foley declares, and I would be pleased to lay in a stock for our employes. To my eye, they were the best and most substantial miners' shoes I ever saw.'

Device Adds to Value

In a short time a little device will be attached to them which will make their wearing at least more convenient if it does not add to their wearing qualities. It consists of a little patented device, invented by M. W. Treadgold of Bandon, and it promises to become as popular on workmen's shoes as the hooks invented many years ago Grand Traverse, Mich. fasteried to the top of the shoe and enables the wearer to use one lace instead of two, and without the annoyance of its becoming unloosed when coming in contact with brush or other obstacles. When the shoe is laced to the top, the end of the lace is run through an opening in the device, the lever of which, similar to that on some typewriter ribbon spools, is turned over and the string is tightly and effectually loosed. These soon will be attached to all Bergmann work shoes.

Advertisement of Value The life of an advertisement, how ever, is what the writer had in mind Here is one which has lived in Mr Foley's memory for three years, but i had not before become convenient for him to take advantage of the article it represented. At last, however, he has reached that point and has had to make an effort to ascertian the address of the maker of the Bergmann shoe. He will buy this footwear, and the seed Theodore Bergmann sowed three years ago will continue to produce a golden harvest.

"Our government contracts are all completed," Mr. Bergmann says, "and we have returned to the commercial trade with a plethora of orders and every worker busy. We did not find it necessary to dispense with the services of a single man, a fact exceedingly gratifying to us."

PORTLAND COMPANY ADDS TO EQUIPMENT

Ready Sale Found for Output in Various Parts of Pacific Northwest. *

The Portland Rubber Mills, 368 East Ninth street, in order to enlarge its factory room, has fitted up an office on the second floor of its building. A new 42inch mixing machine has been added to the equipment, together with several other devices intended to asist in speedily filling the multiplicity of orders offered the company. The Portland Rubber Mills was estab-

lished in 1912, at East Ninth and East Harrison streets, and is the only institution of its kind between Duluth and San Francisco. It was founded by H. C. Huntington, president of the corporation, who has been its manager from the start, and who has guided it so wisely that its business is many fold that of its first year. It has grown so now that a much larger building will be secured during the coming year. The output of a rubber mill is of great

variety. One of the chief products of the local institution is red rubber packing. This has attained a high reputation and having a very extensive sale. The ompany's non-skid rubber heels are also

PHONE BROADWAY 4115

popular, and are preferred by all familiar with their qualities. They are manufactured by the thousand, and are supplied shoe factories and repair shops in all parts of the Pacific Northwest. Rubber shoes for horses is another product in use throughout Oregon and adjoining states. The city of Portland buys no other kind. Baby rubber baths also are made at this factory. Almost everything of rubber, save auto tires, are turned out here, and from the very best grades of rubber. War conditions as to this commodity no longer prevail, and the removal of restrictions makes it easy to secure stock from the plantations where it is produced. As sulphu is a necessary commodity in rubber manufacture, and as its effect is to cause deterioration, with age, that made in Portland and locally consumed, is bound to be longer lived than if manufactured in the east and consigned to dealers' shelves, perhaps for months. This ought

Gilbert Attends Conference

to be obvious.

Oregon City, Dec. 21 .- Rev. E. E. Gilbert, as president of the Clackamas county district in the centenary campaign of the Methodist Episcopal church, attended a meeting in Salem Friday of all the presidents in the Salem church district, at which Dr. T. B. Ford, district superintendent, presided, and at which tentative plans were formulated for conducting the big drive in 1919.

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