

LARGE DEAL FOR HOME PHONOGRAPH PRODUCT IS CLOSED

with this firm that we are able to choose a home-made product that ranks ahead of eastern phonographs. Purchasers of Stradivaras will not only receive as good a machine as any made in the country but will have the high freight rates paid on Eastern makes sold in this territory."

Officers of the Pacific Phonograph Manufacturing company are: W. E. Wiggins, president; E. W. Barlow, vice president and general manager; S. L. Eddy, treasurer; Ira F. Powers, F. A. Doudy, George Broughton and J. N. Clark, directors. The company's plant is located at East Thirty-third and Broadway, in the building formerly used by the O. K. Jefferys company. The concern has been in operation about one year.

About 100 operatives are employed at the Pacific Phonograph factory in the manufacture of Stradivaras. The present output is 40 machines daily and the annual pay roll aggregates \$200,000, according to Manager Barlow.

TO INCREASE OUTPUT

The output will be increased to 50 machines by July 1 and is expected to reach 60 machines daily by the first of August. The company has reserved a large portion of the western territory and will continue to supply Stradivaras to dealers in California, Nevada, Arizona, Utah and Western Montana.

There are now three lines of phonographs manufactured in Portland, the Cremona machine being turned out by a company headed by F. W. Cutler and C. G. Wakefield, and the Emerson phonograph, manufactured by John E. Cronin & Co., at 500 East Lincoln street. The Edison company recently leased a building for a distributing plant and the city is rapidly developing into the chief phonograph center of the Pacific coast.

OREGON PRODUCT ATTRACTS

"I have been looking into the possibilities of this line of business in connection with our firm for two years," Frank said this morning, "and have just returned from an extensive trip through the East during which I made thorough investigation of many of the best known lines of phonographs. It may come as a surprise to many people that the instrument finally chosen is manufactured in Portland and that the materials entering into its manufacture are largely Oregon products. Oregon spruce is recognized as the best wood grown for the manufacture of sounding boards and its use by the Pacific Phonograph company has given distinction to the tonal qualities of the Stradivaras."

PLANS ARE PERFECTED

George Muggy will have charge of the Stradivara department of the Blumauer-Frank Drug company, and has perfected plans for the introduction of the machines in all sections of the territory controlled by his company.

"It is a matter of considerable pride

the Typhoon, little river steamers which plied between the foot of Stark street and Albina, were recalled in the days when bridges were not and there was no railroad service between Portland and Albina.

NEW BOILERS INSTALLED

The Georgiana reentered service today after a lay-up since last October. In the meantime she has been equipped with two brand new boilers and a new propeller.

While the Georgiana was on the ways in South Portland, the competition from Puget Sound slipped in with the speedy Astoria, also a propeller type. At the time drew near for the entry again of the Georgiana into service, there has been talk along the waterfront of little else than the coming contest. The Harkins Transportation company took up the gauntlet thrown down by the Puget Sound company and the Georgiana was placed in direct competition with the Astorian.

In some respects the contest is unequal, but generally the points of competition balance up well. The Georgiana has 650 horsepower, the Astorian 950. Both are propeller types, each has two boilers. The Georgiana is 20 feet longer and of slimmer lines, the Astorian having more beam.

The Astorian has but four stops to make, Oak Point, Cathlamet, Skamokawa and Astoria, against the nine listed for the Georgiana. The latter will pause, and members of the crew assured everyone that the stops would be nothing more than pauses, at Kalama, Rainier, Midway, Eureka, Cathlamet, Skamokawa, Brookfield, Pillar Rock and Altona.

OWNERS ACCOMPANY BOATS

Captain L. O. Hosford was in the pilot house of the Georgiana and Captain F. A. Wilson was navigating the Astorian. Captain L. C. Hosford, head of the Harkins lines, was with his son on the Georgiana, and officials of the Olympia-Tacoma line were on the Astorian.

SPEED RIVAL RIVER BOATS MEET IN RACE

The boats are each due at Astoria at 1:30 this afternoon if they run on regular schedule, and each should arrive in Portland tonight at 9:15.

Agents for each line said this morning that no race was on between the vessels, and in the same breath claimed victory for their respective favorites.

"If she beats us this trip it will be because a boiler tube blows out," said Bruce C. Rowan, agent for the Astorian, after giving assurance that no race was on, and that his vessel, at least, would

make its regular schedule. "She had a leaky tube this morning."

CLAIMS THEY'RE LICKED

"We're glad they've got an alibi already, for they're licked now," said Emmett Rathbun of the Harkins company after also giving his word that no race was on.

"It will be hard to hold the crews in, though, if these men are permitted, when commenting on the probability of a contest.

And in the meantime Captain Jacob Speier, harbor master, sat at his station in the Starling and critically watched the speed of the two as they sailed down the river this morning, for he had given warning that the speed of eight miles an hour in the harbor, per regulation, was not to be exceeded.

After passing the Portland flouring mills they were allowed 12 miles an hour until reaching the Linnton oil docks. After that the sky and the capacity of their engines were the limits.

ONE RADICAL DISPELS HOPE OF SETTLEMENT

(Continued from Page One)

He would be ready to effect an agreement with the strikers if he were assured of swift action for wage adjustments and a promise that none of the strikers would lose their seniority.

FREIGHT OF CONNECTING LINES STILL EMBARGOED

Railroad embargoes, which have practically shut off Portland from freight movements since April 10, continued to lift this morning, the O-W, E. & N. announcing cancellation of orders which have banned shipments from moving over the Oregon Short Line and Union Pacific railroad as far east as Omaha.

On other railroads serving the Portland district no change was made in embargoes, which resulted from the switchmen's rebel strike in western terminal points. On the Southern Pacific, freight is moving freely as far south as Roseville, Cal., and east from that point to Ogden, Utah.

The principal trouble in the Portland district today is the continued embargo against acceptance of freight from connecting lines. A great number of cars are stored in the Brooklyn yards of the Southern Pacific and unless connection embargoes are lifted, the congestion threatens to become serious.

Only one new crew of switchmen was added to the forces working in local terminal yards today. A total of 30 crews, or 105 men, are now employed in the district, while normally 342 switchmen are employed. The one new crew was added by the O-W at the Albina yard. The S. P. & S. Southern Pacific and North Pacific terminal yards have added no new crews since Monday.

II RADICALS ARRESTED IN CONNECTION WITH STRIKE

Salt Lake, Utah, April 20.—Eleven men, declared by federal officers to be I. W. W. and among the most radical in the West, were arrested by representatives of the department of justice in this city today in connection with the railroad strike. They will be charged with agitating the strike, which resulted in delaying food transportation in violation of the Lever act and in violation of the interstate commerce law.

Names of the men were given as follows: W. J. Lemon, W. J. Boiden, William Moore, C. G. Sherman, A. B. Hill, W. G. Hill, C. P. Wise, George W. Hanzey, R. E. Tolbert, W. T. Tierney and John A. Smith.

Short Line Lifts Embargo

Salt Lake, Utah, April 21.—Embargoes against the acceptance of all freight, livestock and perishables, were lifted by the Oregon Short Line today. This also affects the Salt Lake route, which uses the terminal facilities of the Short Line. The embargo at Ogden was modified, and the Postville ban on freight movement was also completely lifted.

Brakemen Refuse to Work

Redding, Cal., April 21.—(U. P.)—Seventy brakemen at Dunsmuir, who walked out Tuesday, refused to return today to operate trains made up by non-union switchmen. It was reported here.

Man Cuts Through Four-Inch Root to Free Broken Limb

Albany, Or., April 21.—Clyde R. Harold was pinned beneath a wagon he was driving on a steep corduroy road near Gates when the tongue of the vehicle hit a stump, causing it to overturn. His right leg was fractured in three places.

Harold is a contract driver employed by the Silver King Lumber company. His wagon was loaded with cement and lumber. His leg was caught between a wheel and the stump, under a root. By cutting through the roots, about four inches in diameter, with pocketknife, he extracted the leg and crawled to a vantage point on the road, where he was found by motorists. He was taken to his home at Stayton.

recalled before the inquisitorial body today. John L. Etheridge, president of Morris Brothers, Portland bond house, which is alleged to have realized unduly large profits through sales of municipal bonds to the state, was before the jury

Wednesday, as was Martin Delong, formerly vice president of Morris Brothers. Others appearing before the jury Wednesday were Fred Glenn, Portland manager of Keeler Brothers, bond buyers; Earl Edwards and Thomas P. Cherrington.

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LOANS TO STUDENTS AT REED TOTAL \$11,368; MANY WORK THEIR WAY

Fifteen loan funds at Reed college have given students financial aid to the extent of \$11,368, according to figures announced today by E. B. MacNaughton of the Reed board of regents. Reed students have received 216 loans since 1911, and of these 107 have already been paid back for the use of other applicants. The loan funds originally amounted to \$6741.95, the gift of Portland citizens. Interest increased the amount to \$7078.77, and as often as a loan has been returned, it has been re-loaned, so that total aid amounts to more than \$11,000. The amount loaned averages \$50.

Reed students have taken advantage of the many opportunities for self-help at Reed in addition to the loan funds. More than half the Reed student body is partially self-supporting, and there are jobs in connection with grounds and building, and Reed departments, which enable students to earn their way through college without great difficulty. Figures recently compiled show that Reed students earned \$22,315 in one summer vacation.

Most of the men at Reed are now benefiting from Oregon's state aid to ex-service men, all eligible for this bonus receiving \$25 a month. This pays for tuition and room, and it is proving a life-saver for many a student who would otherwise be working at low wages.

Put Your Gears Under a Microscope

They'll look rough as stubble fields. Dixon's works into those little irregularities and makes a smooth, slippery surface that positively prohibits friction, wear, and noise.

DIXON'S Gear LUBRICANT

You can't beat Dixon's 677 for transmission and differential. The special for Dixon's Cap Grease and other lubricants. All come in convenient red cans.

Dixon's can't "squeeze out", no matter what the pressure. That's one reason it's so much better than plain grease or oil. And it's not affected by weather extremes. It gives the same perfect results when the mercury's at either end of the thermometer. You know what a big advantage that is!

The car that's lubricated with Dixon's has everything in its favor. It is smoother and quieter in operation, develops greater power and gives more miles per gallon of gas. Do you think you can afford to do without Dixon's? Your dealer has it.

JOSEPH DIXON CRUCIBLE COMPANY
Established 1827 Jersey City, New Jersey

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