

Six. Winnard, or money refunded. His prices are reasonable, and he is where you can always find him. No charge for testing eyes.

particulars Martin Reid.

ORD FOR SALE—This office offers for sale a 1916 Ford runabout. The machine has just recently been overhauled and put in good condition by a first class mechanic; has run less than 3000 miles and was bought new in August, 1916. Price, \$325.

Glasses fitted satisfactorily by Dr.

WALL PAPER BUYERS ATTENTION, 1916 BARGAINS. Assortment never better. Nearly entire line at last years prices. Case Furniture Co.

WORK HORSES FOR SALE.

I have several spans of good work horses to sell; geldings and mares; some good young stock, all broke; no wire cuts or blemishes. Sell for cash or good bankable notes.

imo. F. E. MASON, Lexington.

OREGON INDUSTRIAL ACTIVITY

A Helix man has sold one hog for \$70.

Palm Olive factory at Portland will be enlarged.

Milton—The Valley Fruit Co. warehouse here will be completed soon.

Beaverton—Potato starch factory here now assured.

Port Orford—A new warehouse is being erected here.

Pine Valley cemetery is constructing an irrigation plant.

Salem—195 miles of state highway are under construction.

Mining work on Sixes river is being pushed and power will be installed.

The first cargo of fresh cod fish from Japan reached this coast in the past week.

Vale—Good oil signs with strong paraffine base in well here at depth of 708 feet.

Gold Hill—\$700,000 cement plant

here has begun operations. Employees 35 men.

North Bend—The Bueher Lumber Co. is planning a large planing mill and finishing plant.

Roseburg—Cold storage plant has been purchased here by California capital to be enlarged.

Klamath Falls—Six miles of the new road around the rim of Crater Lake graded this year.

North Bend—Work on the large finishing plant of the North Bend Mill & Lumber Co. is progressing.

Union Pacific System has subscribed \$5,000,000 to the Liberty Loan of which it apportions \$500,000 to Oregon.

Mill City—Sawmills here cutting aeroplane materials and sawing ship timbers. There are 600 men on pay-rolls.

Oregon Trunk and S. P. & S. Hill lines, show increase of 51 per cent in freight tonnage over same month of 1916.

Grants Pass—The sugar factory is now in operation here. Two hundred employees are on the night and day shifts.

Gardiner—A sawmill of from 60,000 to 70,000 feet daily capacity will be constructed here—to be completed early next year.

Detroit—Three Southern Pacific engineers have been making surveys of an extension of the C. & E. railroad into the big timber.

The Non-Partisan League plan of a universal 8-hour law for farmers would restrict farm industries about thirty-three per cent.

Portland—the demand for experienced workers in the sawmills, logging camps and shipyards is still strong, homes and accommodations are available to house the families of new employees.

The Pacific Telephone & Telegraph Co., that by progressive policies had avoided industrial strife for fourteen years, has had a general strike forced upon it by activities of the Electrical Worker's Union, one of the highest paid class of workers in the country.

Portland—Despite the announcement that the government would allow no more ships to be built for foreign owners, sanction has been given by the United States emergency fleet corporation for the construction by the Kiernan and Kern Shipbuilding Co. of six wooden steamships for Japanese interests and for the building of six wooden steamships for French interests by the Willamette Shipbuilding Co.

EMBARGO ON WHEAT IS NOW IN EFFECT

(East Oregonian)

Making worse a situation of which they had already been complaining, was an order announced Saturday to local warehouse operators by Max Houser, northwest grain administrator, to the effect that an embargo is to prevent the accumulation of grain at Portland, Tacoma, Seattle or Astoria in such amounts that some German spy could start a destructive fire such as Baltimore had recently. The order was promulgated from Washington.

The order permits the movement of grain to terminal and interior mills, to mills outside the northwest zone and to eastern basic terminals. In other words the purpose is to permit grain to move no faster than it can be consumed in milling operation.

The grain grower who has been waiting more or less impatiently to sell his wheat is confronted with a new cause of delay. Mills have now full supplies. One authority said yesterday that he does not believe there is a mill in this territory which could take an additional carload of wheat.

With the wheat movement governed by what the mills can grind, it will apparently be a long time yet before the grower will get his money unless he accepts advances on the wheat in his possession and pays interest on those advances.

The grower has the privilege of sending his wheat to eastern terminals but that means that he must take eastern terminal prices.

While expressing a desire to co-operate with the government, local farmers believe that the government regulations are unnecessarily severe upon them. They do not believe they should be made to suffer financial loss for a condition over which they have no control. Their wheat has been ready for shipment for weeks, yet they have been unable to convert it into money for the reason that transportation could not be had. The embargo increases the difficulty of realizing on their grain.

Meanwhile, if they accept a government advance of \$1.50 a bushel, they are obliged to pay six per cent interest until the grain is graded and accepted. If they do not they must go on paying interest on borrowed money which could be repaid could they sell their wheat. Also they must pay storage charges and insurance.

They believe that the government should at last assume storage charges after January 1, should pay all insurance until the grain is shipped and should pay interest on the market value of the grain from Nov. 1 until the grain is shipped. In fact, a petition to this effect was being prepared for circulation at the time the order was made. The embargo may result in the granting of relief to the farmers in the matter of carrying the grain.

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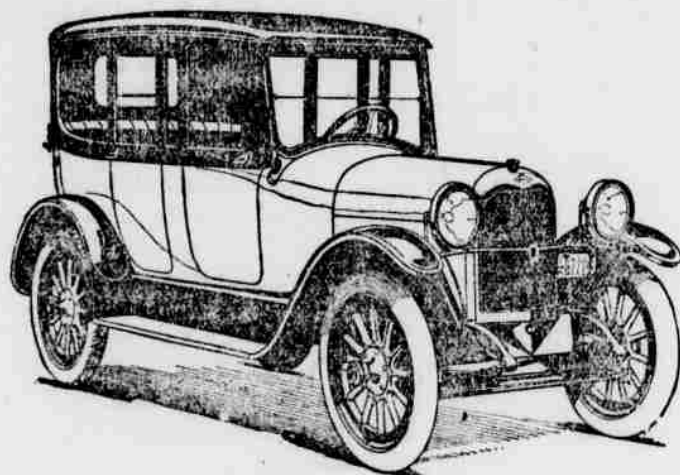
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