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PAY-ROLL Money Stays at home helps make Oregon prosperous



Preferred Stock GROCERIES

FRUITS VEGETABLES TEAS, SPICES, EXTRACTS, ETC.


ALLEN & LEWIS BEST BRAND

PEARL SHORTENING

A Product of Home Industry
Government Inspected

Economical and highly dependable wherever a high grade shortening is desired.

UNION MEAT CO.
North Portland, Oregon



PRESCRIBE FOR YOURSELF!

RX EAT



With Meals and between Meals

for your health's sake!

ORIGINATED BY TRU-BLU BISCUIT CO. PORTLAND

CHERRY CITY MILLS ARE BEING MOVED

Will Be Permanently Located at Capital City Mill Site This Week

The Cherry City Mills are on the way to the Capital City Mills and by Sunday evening of this week, will be permanently located. And when the Cherry City Mills do finally settle down on both sides of the Capital City Mills, and they open for business, the Capital City Mills will give up its name and become merged into the Cherry City Mills.

It all came about from the fact that the owners of the Cherry City Mills bought the Capital City Mills and as there was no advantage in having two big mills about a half block apart the owners decided to consolidate. Hence the three story Cherry City Mills is today traveling east on Trade street and will set up for business on the lot adjoining the Capital City Mills on the east.

The consolidation will have a capacity of about 200 barrels of flour daily with a floor space of almost a quarter of a block. All the storage and warehouse will be moved to Church street to adjoin the Capital City mill on the south.

The cost of moving the Cherry City Mill and warehouse to the new location about half a block east will figure close to \$1,200. The work is being done by J. A. Truitt. The Cherry City Mills were built in 1912. The new company will incorporate with P. W. Geiser in charge and a heavy stockholder.

FACTS ABOUT CANDY

The candy manufacturers of the country use only about eight per cent of the sugar produced, which at present has been cut to about four per cent.

This is only a very small portion, while the industry stands out among manufacturers as one of the largest and most important in the country.

Here in Oregon the candy makers have three-quarters of a million dollars invested in the industry and employ hundreds of people.

The work is performed mostly by women and furnishes a source of income to them, who would otherwise be dependents.

The Government does not seek to put the candy industry out of business—in fact, it desires it to continue prosperous and thus furnish the U. S. with the sweets of war.

The average amount of sugar per capita in the U. S. is 84 pounds, and out of that amount 75% is used for table purposes, leaving only a small portion for candy consumption.

During the war the candy makers' sugar supply has been reduced to one-half regular supply, so that they are now operating only half capacity, which they accept cheerfully as their part in meeting war conditions.

Now if the people discontinue use of candy and deny manufacturers opportunity of running even at one-half normal capacity, it will soon put out of business one of Oregon's big industries.

No thoughtful person will admit that such needless sacrifice ought to overtake a great business enterprise, because the public interests demand continuance of all business that does not interfere with war work.

If every individual in Oregon would use just one teaspoonful less of sugar per day, the total saved would enable the candy industry to go on.

There is no demand to destroy a business that furnishes working privileges to so many people and which at the same time presents no conflict with the war program.

In candy making, sugar is only a small part of the bulk—think of the fruit, nuts, chocolate and corn syrup that form so great a portion of all candy now made.


All of these ingredients are high in food value and are therefore desirable to use.

When we stop and consider the matter candidly, it does not seem right nor is it proper that anyone industry must make the entire sacrifice on sugar saving.

It is right and proper to conserve on candy just as on anything else, but do not make the mistake of cutting out candy entirely and thus destroy a big industry of Oregon and deny hundreds of women and girls their chance for a good living and their chance for a good education.

REDUCE YOUR COST OF LIVING

DIAMOND



The Healthful BAKING POWDER

A FULL POUND FOR 25¢

You may pay more but you can not buy a better or more efficient Baking Powder at any price.

Ask Your Grocer for
DIAMOND "W" PURE FOOD PRODUCTS

Wadhams & Company
Manufacturers and Wholesale Grocers.

It Pays to Buy the Best

Ask for **Olympic Flour**



Makes Whitest, Sweetest, Healthiest Bread

Makes Health Happiness and Success

Made from carefully selected Northwestern Wheat, thoroughly cleaned and scoured by the most modern methods known. All the nutritious qualities of the Wheat are retained and it reaches you clean, pure and wholesome.

The Portland Flouring Mills Co.

Promote Life and Vigor

GOLDEN ROD

ROLLED OATS
WHEAT FLAKES
PANCAKE FLOUR
WHEAT NUTS
RALSTON BRAN

On "Wheat-less" days use Golden Rod Oats, Corn Meal, Rye Flour and Buck Wheat Flour.

CROWN FLOUR

THE PURE FOOD FLOUR

CROWN FLOUR is made from the choicest of wheat in the best mill on the coast. Therefore, bleaching or artificial coloring is not necessary.

If you are using another brand of flour it is probably bleached as nearly all western mills employ artificial methods in coloring their flour.

Use Crown Flour and eliminate any possibility of getting flour that has been artificially colored.

Ask your Grocer for CROWN FLOUR.

Motor Truck Era Dawns with Maxwell Leading

Here are some of the new notes on the relation of the fast growing motor truck era to California agricultural development which come from W. J. LaCrosse, Maxwell Pacific Coast manager, and which have the purpose of giving a good smash in the jaw to every rancher who operates his place without the right hand instrument of modern ranching—the truck.

"The good roads bureau of the California State automobile club recently mentioned to me how one county in this state produced 700 sacks of beans the year before the good roads were put down in that country," said LaCrosse. "Last year the county yielded 70,000 sacks of beans."

"Good roads made this increase in production possible and motor trucks made the increase valuable. I have been informed that without the trucks to move the beans the yield would have been practically worthless. It would have required so many horses and mules otherwise to move the crop that the individual grower's profit would have been materially smaller. Obviously without the motor tractor to put the crop in there would have been no crop."

"Now there is another factor which enters into the grower's problem of advantageously moving his harvests. This is the recent increase in freight rates, amounting to 25 per cent.

"If the truck was a profitable investment for the farmer before this increase in freight rates, what must it be now? That it was profitable on the farm is beyond question. Else it could never have attained its popularity among farmers had it not proved its usefulness long ago.

"The most graphic way to get in your mind the full force of the value of the truck both on the farm and in the city is to picture to yourself what would happen if every truck in the United States were put out of commission on any given day. England had only 27 military trucks at the outset of the war. When the conflict has been won history will show that the efficiency of motor transport proved to be the deciding factor.

"There is an endless array of facts and figures to establish the value of the truck to agriculturists, but I know of no more convincing record than that established by the Maxwell American Automobile Association truck, which now is on this Coast. In order to establish for business men and farmers everywhere the durability, operating economies and mechanical reliability of this truck the Maxwell Company sought to co-operate with the world's highest available independent source of authority, the A. A. A., to check a long durability performance test.

"This demonstration was from New

York City to Jacksonville and returned 2500 miles—in midwinter weather conditions last December. The truck accomplished in one month the equal of a year of ordinary truck duty, but its record of performance constitutes the most satisfactory endorsement the Maxwell Company could have won. The truck in this test substantiated every claim the company had made for it, so that for the first time in truck making—this having been the first official truck run ever carried out by the A. A. A.—the vast difference between claims for durability and facts of durability were made a matter of open record. The Maxwell record has great importance in official annals because of this fact."

Senator's Plan to Stop German Aggression

Washington, July 6.—Senator Saulsbury, Delaware, today introduced a resolution asking that the United States, Japan and Great Britain form an agreement to prevent German aggression on the Pacific ocean.

The resolution states that "it is opportune for the government of the United States, Japan and Great Britain, now allied in war against the powers of central Europe, to enter into lasting agreements to render it inexpedient for any one, and impossible for said central powers, to enter upon, engage in, or pursue a course of warfare or use methods of warfare on the Pacific ocean not justified or warranted by the laws of war as heretofore accepted and construed by this government and its allies."

It also asks that the Chinese republic and the Russian people (when able to establish a sufficiently strong and stable government) and any other government on the Pacific littoral prepared to contribute to the common purpose, reasonable proportions of sea power, be admitted as signatories.

It also states:

"That no warships or other armed vessels of any power which have here before or shall hereafter pursue an unwarranted course of warfare, or use illegal methods of warfare on the high seas, shall be permitted to have, hold, or obtain ports, harbors, possessions and landing places on the Pacific ocean whence such warfare may be waged or which may be used as bases of offense or places of refuge; and, binding such allied nations to enforce such auxiliary forces as may be necessary."

Grasshoppers are quite numerous on the Big Klamath marsh, and unless the people there can get to the hay early the grasshoppers may get it all.

Where the "Tank" Got Its Name



Everyone is familiar with the tank, the mammoth war machine originated by the British, but now in use by all the armies on the western front, but few except those on the "inside" know how these powerful machines of destruction got their name.

When the tanks were first turned loose by the British in their famous offensive the British war department picked as most logical drivers for the tanks, the motorcycle drivers—the dispatch riders—because these men were accustomed to the most hazardous driving imaginable—the carrying of dispatches under fire and the driving of motorcycle machine gun cars.

When the motorcycle riders looked upon the new war machines for the first time they immediately nicknamed them "tanks" because of their striking resemblance to the tanks on their motorcycles.

Letter From Orin LaCourse at Mechanical School

The following is a letter from Orin A. LaCourse, who left Salem June 30 with others to attend the California School of Mechanical Arts. In this school a man is assigned to that line of the service to which he is best adapted. The letter is to the local exemption board, and written from San Francisco:

"I arrived yesterday O. K. and am getting situated. This morning we had a little drill and then were issued our overalls and jumpers and have been cleaning up the building and grounds. We have not been assigned to any branch as yet, whether auto mechanics, blacksmiths or plumbers but suppose we will be in a day or so.

"I was made tap sergeant last night which was a very pleasant surprise to me. There are about 150 men here now but I think there will be more. We used the meal request for 18 meals as the first meal we had in Roseburg they did not take our tickets."

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The Daily Capital Journal

Job Department

Is Busy all the Time.

It goes to prove that our work and prices satisfy the users good Printing.