

FIRST CHURCH UNIT SOON UNDER WAY

Active Construction Shortly to Begin for New Home for Two Congregations.

SUNDAY SCHOOL DELAYED

Money in Hand, However, to Build Temple When Other Work Done and Entire Edifice to be Finished Within 2-Year Period.

Within the next few weeks active construction work will begin on the church edifice to be erected on the church property at the northwest corner of Twelfth and Taylor streets for the combined congregations of the former First Methodist Episcopal and the Grace Methodist Episcopal Churches.

The ultimate building will cost, including the furniture, \$150,000. At present only the Sunday School Temple, costing \$50,000, will be built. The Sunday School Temple will occupy the former site of the parsonage just west of the church building.

Agreement Made With City. In order to obtain a permit from the city bureau of buildings to enlarge the seating capacity of the present Grace church by 25 per cent to accommodate the combined congregations of the merged churches, the trustees agreed to vacate the building at the end of two years or perhaps earlier, when the final or main unit of the church edifice will be commenced.

Workers are now engaged in making renovations and additions to the former Grace Church and installing a new heating system. It is estimated that this work will be completed and the church ready for occupancy in a month.

As soon as the First Church is again housed at Twelfth and Taylor streets, it is the purpose of the trustees to inaugurate active operations on the erection of the Sunday School Temple, funds already having been raised to finance the undertaking.

The plans for both units, as well as for the addition to the old building, are in the hands of Bartolotto & Hummel, Portland architects.

Temple to Be Three Stories. The Sunday School unit will cover a ground dimension of 60 by 100 feet and will be three stories in height.

The various departments of the Sunday School will be distributed over the two upper stories. The second floor will be divided into a large auditorium and classrooms for the beginning, intermediate and advanced departments.

The pastor's study, the adult classrooms and the social center will be housed on the top floor.

The main or central unit of the church will have a seating capacity of 1,500. The adjoining buildings will be arranged so that the Sunday School auditorium may, upon occasion, be opened into the main church auditorium.

Structure to Be Fireproof. The building will be of fireproof construction, faced with terra cotta, heated and ventilated with modern apparatus and equipped with opalescent ceiling lights.

The following members of the First Methodist Episcopal Church congregation have been serving on the building committee in conjunction with the pastor, Dr. Frank L. Loveland: Amedeo M. Smith, J. L. Hamman, George P. Johnson and J. P. Raasmussen.

The additions and repairs now being made to the church on Twelfth and Taylor streets will be but temporary. We hope to have the complete new building within two years, perhaps before that time.

Good Things in Markets

THE peach wine is receding, though good fruit is still abundant. Elbertas have advanced a little, 55c to 70 cents a box now being asked for late Crawford, 65 to 80; orange cling, 65 to 90 cents; lemon cling, 75 to 85; White Health, 75 to 80, and Muir peaches, 40 to 75 cents a box.

Grapes are very attractive and abundant. Tokays are boxed and Malagas are each 80 cents a basket, seedless 35 cents. All retail at two pounds for 15 cents. Concord and Delaware both grown in Oregon—are 20 cents a basket, and of Concord, two baskets for 35 cents. The recent rains have damaged the crop very slightly.

Fears are making a fright seat. The Bartletts are almost gone, but their places are immediately filled by others, which, though less luscious, are better keepers. Leader of these is the Clairgeau, from Rogue River, a large green pear, which experienced dealers aver will be prime at Christmas.

What remains of Bartletts are selling at 20 cents a dozen, or \$1.75 a box. Clapp's Favorite, for the table and preserving, are 30 cents a dozen, \$1.50 a box; Fall Butters and Russets are also \$1.50 a box. Beck's apples, small in size and well adapted for pickling and preserving, are 75 cents a crate or half box.

Our own state is furnishing all the pears in market and California is buying from us. Bannans are rather scarce this week, and retail from 25 to 40 cents. Some "Eames"—as the red variety is named—are 35 cents.

Muckleberries are two pounds for a quarter, and the wild-up of the cherries, 15 cents a box. Blueberries, 20 cents each. Blackberries, almost gone, \$1 a crate, 5 cents a box.

A consignment of particularly handsome Roman Sweet apples, from Hood River, are offered at \$1.25 and \$1 a box. Hislop (a brilliant red) and yellow crabapples are six pounds for a quarter, or 40 cents a box. Cooking apples average four pounds for 10 cents.

damson plums are still obtainable at 3 cents a pound. Cantaloupes, mostly supplied by California and Washington, average three to five for 10 cents; muskmelons, Oregon-grown, are 10 cents each, two for 15 cents and three for a quarter. Cabbages, 25 cents each; watermelon, 1 to 1 1/2 cents a pound.

In the vegetable market: The newest comer is fresh asparagus, which is offered at 20 cents a pound. Another novelty is green ginger, for preserving, 40 cents a pound. "Lady" tomatoes, small and yellow in color, are 40 cents a basket. Okra, or gumbo, 35 cents a pound.

Red, white and black (or Spanish) radishes are each 5 cents a bunch of three. Kentucky Wonder beans, 5 cents a pound; wax beans, two pounds, 15 cents; green peppers, 5 cents a pound; celery, three stalks 10 cents; cabbage, 2 1/2 cents a pound; Brussels sprouts, two pounds for a quarter; evergreen corn, 20 cents a dozen.

Sweet potatoes, five pounds for 25 cents, 15 pounds for 40 cents, 25 pounds for 60 cents; cucumbers, 5 cents each, or three for a dime; tomatoes, 10 cents a dozen, 45 cents a crate of 20 pounds; cauliflower, 15 cents each; eggplant, 5 to 15 cents each; spinach, 5 cents a pound; head lettuce, 5 cents; head of three for 10 cents; summer squash, 5 cents each; pumpkins, 8 cents a pound. The various roots are swelling up and taking on color, but the prices asked for them do not advance.

In the fish market: Chinook salmon, 10 to 12 1/2 cents a pound; halibut, silver smelt and fresh herring from Puget Sound are each 10 cents a pound. Black cod, 12 1/2 cents; smoked salmon, 15 cents, or two pounds for 30 cents; kipper, 20 cents a pound.

Hardshell clams, 5 cents a pound; razor clams, two dozen for 25 cents. A supply of "ink fish"—soft and gelatinous (dear to the hearts of our Italian friends)—is in market at 12 1/2 cents a pound; salmon eggs, for bait, are 10 cents a roll.

In the poultry market: Hens, from 20 to 25 cents; Spring chickens, 25 to 30 cents; ducks, 25 to 30 cents; Spring turkeys, 25 cents; geese, 25 cents a pound; squabs, 75 cents each. Eggs, 25 to 40 cents a dozen, 2 dozen 75 cents. These are strictly fresh, as one dealer expressed it, "eggs you can gamble on."

Butter, 50 to 40 cents a pound, 65 to 70 cents a roll.

LINEAR NOW TROOPSHIP

CARNARVONSHIRE TAKEN OVER BY BRITISH TO MOVE SOLDIERS.

Shippers Believe Cargo Discharged at Hongkong and Indian Army Loaded at Calcutta for Egypt.

Cables from Hongkong received yesterday reported that the Royal Mail liner Carnarvonshire, which sailed from the river July 22 by way of Puget Sound for the Orient and Europe, had been commandeered at Hongkong by the British government to be used as a troopship.

The vessel is one of the latest additions to the "Shire" line and is a sister ship of the Cardiganshire, here early in the season and at Southampton, from Portland, August 17, where it is supposed she also was pressed into service as a British troopship.

Meager information as to the Carnarvonshire being taken at Hongkong leads shippers here to assume that she was relieved of all cargo there and probably sent to Calcutta to load Indian troops for Egypt; there, dismasted, she was taken to the British army, who will be landed in France to support troops there engaged.

British army is drawing to Europe all regulars that can be spared in other possessions and replacing them with native troops as far as possible, and for that reason numerous merchantmen have been commandeered as transports.

Freight on the Carnarvonshire carried from here and Puget Sound is expected to go forward from Hongkong on another steamer. With space available, it is estimated that the liner could accommodate at least 2000 men and, with additional troops taken over, the entire British force no doubt will be sent home.

No word has been received from abroad as to the Cardiganshire, and that has convinced shippers that she has been turned over to the government. It is known that many steamers were converted into transports when the war broke out and they will be withdrawn from commerce until the war ends and troops are ready to return from France.

Frank Waterhouse & Co., agents for the Royal Mail, had no official advice yesterday of the Carnarvonshire having been withdrawn from the service, and the first news was sent to an exporting firm because of its interest in cargo aboard.

Only the new ships of the Royal Mail line are expected to be impressed by the government, as they have adequate refrigeration space and modern equipment in other ways that make them desirable as troopships with the installation of temporary sleeping accommodations.

PORT SHIFTS PILOTS Navigators Offered Schooner for Independent Service.

DREDGING PLANS ABSORB Commission to Inaugurate Harbor Survey as Soon as Columbia Work is Finished, While Dock Owners Must Pay Part Cost.

Pilots employed by the Port of Portland Commission on the Columbia River bar are considering a proposal made by a representative of the pilots to operate the schooner Joseph Pulitzer as well as sending men out on the tugs when necessary, the only restriction being that the clearance fee be paid in excess of the prevailing rates.

A representative of the bar pilots has been here this week and conferred with M. Talbot, manager of the Port of Portland, and he is to discuss the proposition with his colleagues. The plan is to have the schooner Joseph Pulitzer as well as sending men out on the tugs when necessary, the only restriction being that the clearance fee be paid in excess of the prevailing rates.

During the days when the towage service was maintained by the O. W. R. & N. Company, the pilots worked independently, besides guaranteeing the tug service, but the plan in this case and would permit them to use the pilot schooner Joseph Pulitzer free, only providing all charges, including the tug and towage, to be turned back to her present good condition.

"I want to see the Port of Portland Commission authorize such heavy expense to turn her back to her present good condition," said R. M. Mears, president of the Commission, yesterday. "I think it would be advantageous for us to do this, but the Commission would insist on regulating both the pilotage and towage regardless of the damage brought Mr. Mears in touch with exporters and owners yesterday other than those who appeared before the Commission Thursday."

The stand of the Commission against dredging closer than 100 feet to private docks, only at the expense of the owners, and that they sign waivers against damage, brought Mr. Mears in touch with exporters and owners yesterday other than those who appeared before the Commission Thursday.

A heavy expense is expected to be incurred by the Port of Portland. It will back the Commission, we will arrange to clear material from in front of docks, but we do not feel as if we should authorize such heavy expense for the benefit of dock owners and lessees," said Mr. Mears. "There will be a special type of dredge required, one that can dig the material and then shift to some point where a slough, like or low land is available, with the consent of the owners, in which to deposit the heavy material. The port must be taken in the future undoubtedly, but members of the Commission should hear from large interests before going ahead."

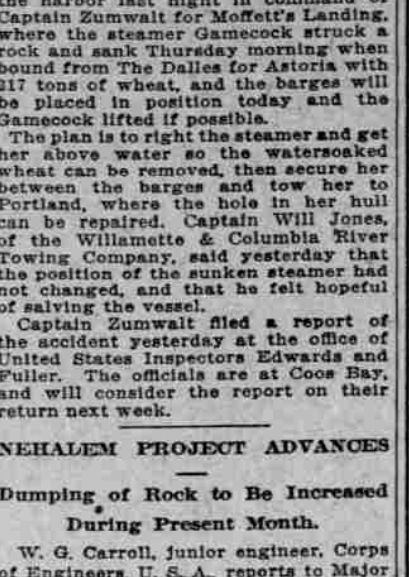
Gerald Bagmoll, assistant engineer in the office of Colonel McKinstry, Corps of Engineers, United States Army, said yesterday that a survey of the harbor, from the Burnside street bridge to the south end of Swan Island, Columbia River bar survey is finished. The latter is to be started next week and the harbor survey may be under way the latter part of September or early in October. When data from soundings thus made are assembled, it will be known what amount of material is to be removed between harbor lines to provide a uniform depth of 30 feet.

STUBBORN SNAG IN CHANNEL Obstruction Fouls Anchor Chain When Being Towed to Beach.

One snag, said to be the largest yet moved here and which withstood the efforts of men and machinery for two days, has become a greater menace to shipping through lodging against the anchor chain of the Norwegian bark Nordhav in midstream. If possible it will be towed away today.

Harbormaster Speier spent a day last week trying to dislodge the snag from in front of Municipal Dock No. 2 and yesterday Walter Sterling, a diver, was sent down to make gear fast to it. The harbor patrol launch managed to get the snag started down stream, but when passing the Nordhav it fouled the anchor chain, resisting all efforts to release it. The Port of Portland tugboat Oklahoma was sent there and her crew worked over an hour and gave up the task. A float was anchored there, with two red lights burned to warn vessels the channel between the Nordhav and plant of the Willamette Iron & Steel Works being virtually closed. Mr. Sterling said the obstruction was so large he could not reach around it.

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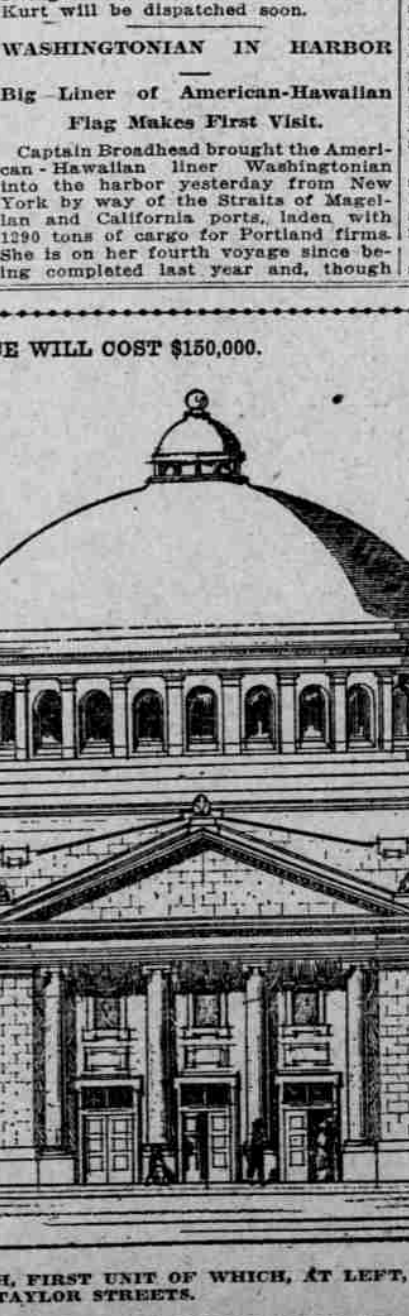
MARINE INTELLIGENCE. Steamer Schedule. DUE TO ARRIVE.

Table with columns for Name, From, and Date. Lists various steamers arriving in Portland, including the Daisy Gadsby, the steamer Klamath, and the steamer Quinault.

WASHINGTONIAN IN HARBOR Big Liner of American-Hawaiian Flag Makes First Visit.

Captain Broadhead brought the American-Hawaiian liner Washingtonian into the harbor yesterday from New York by way of the Straits of Magellan and California ports, laden with 1200 tons of cargo for Portland firms.

NEW CHURCH EDIFICE WILL COST \$150,000.



PERSPECTIVE OF ULTIMATE FIRST METHODIST EPISCOPAL CHURCH, FIRST UNIT OF WHICH, AT LEFT, WILL BE BUILT IMMEDIATELY AT TWELFTH AND TAYLOR STREETS.

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has spent the past few weeks in Alaska, is due here Wednesday, having arranged to return from Juneau to Seattle on the steamer Jefferson.

Table with columns for Name, From, and Date. Lists various steamers arriving in Portland, including the steamer Quinault and the steamer Klamath.

BRITISH WARSHIPS PART After Lying Side by Side or Time, Vessels Go Different Ways.

NEW YORK, Sept. 11.—The Glory and the Suffolk, British cruisers, parted company tonight after lying side by side for two hours today, eight miles southeast of Ambrose Channel Lightship. The Suffolk, steamed southwestward, and the Glory took an easterly direction.

Creamy Butter 60c and 65c Best Creamery Butter, 70c Fresh Eggs, 30c Ranch Eggs, 35c Cheese, 20c 2 lbs for 35c Limburger, 35c Chickens lower, 16c to 18c

All goods retailed at wholesale prices. La Grande Creamery 264 Yamhill Street.

During the year 1913 the total number of pieces handled by the postoffice of China amounted to 394,000,000, of which 4,800,000 were parcels.

Portland, Sept. 11.—Arrived—Steamer Washingtonian, from New York and way ports; Daisy Gadsby, from Seattle; M. M. Steamer Multnomah, from San Francisco; Norwegian steamer Quinault, from Seattle; steamer Quinault, from Seattle.