## JEWELERS OPPOSE FREE ENGRAVING

Officers Are Elected and Albany Is Chosen for Next Convention.

NATIONAL CHIEF SPEAKS

Laws Similar to Those in Illinois and New York, Governing Disposition of Uncalled-For Repair Work, Are Sought.

GON RETAIL JEWELERS'
ASSOCIATION.

President, F. M. French, Al-

bany,
First vice-president, Joseph P.
Jaeger, Portland.
Second vice-president, H. J.
Altstock, Portland.
Third vice-president, S. G. Potter. Condon.

ter, Condon.
Secretary - treasurer. Herman
W. Barr, Salem.
Executive committee (in addition to aforementioned). I. E.
Staples. Portland, and C. T.
Pomeroy, Salem.

No longer will "free engraving" be offered as an inducement to attract buyers to jewelry stores if the Oregon Retail Jewelers, in convention in Portland yesterday, have their way.

"curse of free engraving" as some members called it, was the subject of much discussion yesterday aft-Resolutions denouncing the system were passed at the close of the

T. L. Combs, of Omaha, president T. L. Combs, of Omaha, president of the National association, gave much attention to the question. He reported that in some Eastern states the Jewelers already have discontinued the previous practice of free engraving. Engraving, he pointed out, should be done on a fixed basis of charge, the same as any other service is rendered. Frequently, he said, the engraving costs more than the sale price of the article engraved and the Jewthe article engraved and the jeweler loses money.

Colonel Shepherd Is Speaker,

Mr. Combs' address was only one of the interesting and instructive speeches of the day. Another one was by Colonel John L. Shepherd, of New York, editor of 'The Keystone," the official organ of the Jewelry trade, who denounced the methods of some silverware manufacturers who invade the local field and sell big orders to the local field and sell big orders to hotels and other heavy users in di-rect competition with the retail dealers, whose trade they are trying to secure. He said that some of the more enterprising manufacturers are planning to co-operate with the re-

William F. Woodward, of Woodard, Clarke & Company, spoke on the Stevens bill, pending in Congress, which sims to protect manufacturers of pattented articles who seek to maintain standard price for their commodi-

"This bill," he said, "has been pre-This bill, he said, has been pre-pared and presented as a result of recent decisions by our highest courts, which delare, in effect, that the sale of any article does not carry with it the right of the vendor to fix the price at which the buyer shall sell it.

Neglected Right Pointed Out.

"On the surface, this theory is corvertising and personal effort, creates for his name, his trade-mark, his copyright and the product which he is marketing, a demand on the part of the buying public, based on the good quality of the merchandise which he offers as indicated and identified by which may be injured—yes, even destroyed, by the methods of those to whom he sells his product.

"Price-cutting creates distruct in the minds of wholesaler and retailer, concerning any new article offered for

concerning any new article offered for

Good Will Is Held Lacking. "There is no certainty from their viewpoint that the price will be maintained, and without this, there is no

profit or good will attached to its prospective sale or exploitation. I. E. Staples, of Portland, retiring president of the association, delivered his annual address at the morning sestion, followed by the annual report of Frank A. Heitkemper, the secretary

The only woman in attendance was Miss Myrtle C. Brandt, manager of the Leffert jewelry store in Portland. Herman Barr, of Salem, was elected

delegate to the meeting of the National association in New York.

Following the selection of Albany as the next meeting place, F. M. French, of Albany, who was elected president for the ensuing year, advised the Commercial Club at that city and received in return a telegram expressing the pleasure of Albany in the opportunity of entertaining the jewelers next year.

Resolutions Indorse Bills. Resolutions also were adopted in-dorsing the Stevens bill and the Owen-Goeke bill, which latter aims to pro-hibit the guarantee of watches and other articles of jewelry. Further resolutions condemned the

practice of giving customers for whom watches are repaired a "loan" watch to wear until the original watch is fixed. It has been found, it was reported, that fewelers are sometimes defrauded in this way.

The seretary was instructed to send to New York and Illin-is for copies of laws governing the disposition of uncalled-for repair work, with the idea of attempting similar legislation in

Resolutions thanking Mr. Woodward for his address and the Chamber of Commerce for its hospitality also were adopted. Visiting jewelers will be conducted

today on sightseeing trips in around the city.

## ROGUE TO BE PATROLLED

OFFICERS OF OREGON STATE JEWELERS' ASSOCIATION AND SOME OF LEADING MEMBERS AT CONVENTION HERE YESTERDAY.



of Omaha, President National Association. 4—Herman Barr, Salem, Newly Elected President, 3—T. L. Combs, L. Shepherd, Editor "Keystone." 6—J. P. Jaeger, of Portland, First Vice-President. 7—Frank Heitkemper, Retiring Secretary. 8—I. E. Staples, Retiring President.

Friends Persuade Mayor's Secretary to Be Photographed in Old Punishment Devices on Board Vessel.

If sympathy could make amends for what has transpired aboard the British onvict ship Success, all scores would be

During the official inspection of the vessel yesterday by more than 200 guests of Captain D. H. Smith, her master, the men who made history there, long since released from the realms of prisons, were subjects of countless sighs and expressions of regret.

manacles, waist belts and kindred was started for California yesterday morning, while special outside sleeping evidence of what previous generations adopted as fitting for the subjection of refractory prisoners. Probably most interest methods of punishment offered a staggering evidence of what previous generations adopted as fitting for the subjection of refractory prisoners. Probably most interest was attracted by the
"triangle" on the upper deck, to which
men to be flogged were bound, to be
flayed with cat-o'-nine-tails, not always the ordinary whip of thongs, but
frequently one with leaden ends and
frequently one with leaden ends and
another on which the tails were
wrapped with other metal.

Captain Mason faced prospects of an
Captain Macgenn, of the steamer Breakwater, whose sympathies are with the allies.

Mayor Heads Visitors.

Mayor Albee was aboard with City Commissioners Baker, Bigelow, Dieck and Daly, and W. H. Warren, secretary to the Mayor. The latter was prevailed on, because of his height and reach, to be photographed near some of the deck exhibits to illustrate how they would actually appear. He laughingly con-sented to pictures which he referred to as "rogues" gallery" exhibits, and later Captain Smith presented him with a card tray made of copper taken from the hull sheathing of the vessel when

or if not, should be recognized.

"It is this—that the man who, by skill, honorable effort, the expenditure of large sums of money through advertising and personal effort."

SYMPATHY IS SHOWN found the construction features vastly different from what he passes on here in line of duty, Mr. Fuller bemoaned the fact there were no bollers or other west coast. She is to be paid \$350 a day for 75 days, it is said.

S. M. Mears, president of the Port of Portland Commission, was aboard, and others included Rev. St. Martin, bishop of Columbia, United Christian Confer-

ence; A. H. Devers, W. E. Coman, K. K. Kubli, Phil Metschan, Phil Metschan, Jr., Leopold Hirsh, Sheriff Huriburt, City Treasurer Adams, Harbormaster Speier, Curtis Sutherland, John H. Scott, Charles Stinger, John Carroll, Fred J. Larsen, H. C. Wortman and Julius Durkheimer. Those unable to reach the ship at 10:30 came later, so some were aboard at noon, while the public had been admitted after that hour and until late last night the Suc-

afternoon and evening, though during the heat of the day the dungeon-like recesses below deck were found the coolest, despite the thoughts of what early associations in the cavern-like cells must have been.

BEAVER HAS CAPACITY LIST Liner Takes Numerous Portlanders

to Exposition City.

wrapped with other metal.

Captain Smith received the inspecting delegation at the ship's side, and each party was escorted through the Success so that the interesting features were explained without any lecturer being disturbed by one of his brethren.

Captain Macgenn, of the steamer be leaved the steam of the steam of the steam of the superintendent of the "Bis Three" superintendent of the "Bis Three" ward the Kaiser's forces, was returning to San Francisco. Officers of the ship were planning to prevent ship were planning to prevent any discussion of the respective armies.

A. Ottinger, seneral agent of the line, was aboard for the trip south, and there were many Portlanders among the passengers, headed for the expositions and other vacation attractions.

The steamship Northern Pacific will arrive today at Flavel with 542 passengers and 400 tens of freight, a ten Officer by Governor.

MARSHFIELD, Or., Aug. 5.—(Special) state officer by Governor.

Marshfie

lumber fleet, to carry lumber to the West Coast. She is to be paid \$350 a

Willamette Bridge Changes Asked.

JUNCTION CITY, Or., Aug. 5 .- (Special.)-The Government has notified the Oregon Electric and Southern Pacific Railroad companies to fix the bridges between Harrisburg and Junction City so that boats may pass up the river to Eugene. It is expected that the Gov-ernment is going to dredge the river so that there can be a regular water traffic to Eugene during the Winter months. If this is accomplished a new scenic route will be established, as the Willamette River is especially beautiful from Corvallis to Eugene.

Dock Slip to Be Dredged.

On a bid of 63 cents a cubic yard the Pacific Bridge Company was yesterday awarded a contract by the Com-mission of Public Docks to dredge in cess was thronged.

Seats provided on the poopdeck were popular as a lounging place during the afternoon and evening, though during the heat of the day the dungeon-like communication from the O.-W. R. & N., in which it was held that the board had no jurisdiction over a fill being made on the "boneyard" property by the dredge Portland, of the Port of Portland fleet. The commission had sought to induce the company to exe-cute a waiver to title of the fill proper.

United States Inspectors Edwards and Puller yesterday suspended the license of Captain Barnes, of the Port of Portland tug Onconta, for 10 days, holding him at fault for a collision between his vessel and the liner Northern Pacific at Flavel July 14. The tug was about to assist the big ship into her berth when the former was struck on the port side by the liner's stern. With grain, box shooks and 60,000 feet of lumber, the steamer Saginaw was cleared yesterday for San Francisco, and the steamer Daisy Putnam was cleared with much the same cargo for the Golden Gate, but with 50,000 feet of lumber. She went to Knaypton last night to finish her deckload. The steamer Shoshone went to St. Helens to load lumber.

lumber.

On discharging part of her oil cargo here, the tanker Asuncion proceeded to St. Helens to unload the remainder. The tankers William F. Herrin and J. A. Chansior were in port, discharged and proceeded to sea.

Captain Hardwick went out yesterday as master of the Coos Bay steamer Breakwater, relieving Captain Macgenn for his vacation. The Breakwater had a good passenger list and average cargo.

It is planned to continue the steamer Undine in service during the remainder of the Summer, principally handling saimon shipments along the river and relieving other vessels of the Harkins fleet when necessary.

Colonel Potter and Major Jewett, Corps of Engineers, United States Army, left from the Stark-street municipal boat-landing aboard, the tug George H. Mendell for a trip to Heurici and Slaughter's to inspect the dredges Multnomah and Wahktakum. They returned by railroad from Rainier last night.

GRAIN SHIPS TAKEN

Highway and Snowdonian Are Chartered Here.

Safling Engagements Are Few. While Lumber Cargoes Along River Await Transporta-

tion to Europe.

Three steamers have been taken for grain loading here in the past two days, the latest being the British tramp Snowdonian, which was fixed yesterday at 95 shillings for the United Kingdom, at \$5 shillings for the United Kingdom, with the usual options, and she is to be available for September-October loading. The first steamer, announced Wednesday, was the Japanese tramp Tokai Maru, fixed by M. H. Houser, and then it became known that the British steamer Highbury had been taken by Kerr, Gifford & Co., which firm is reported to have been negotiated with to supply the cargo of the Snowdonian.

Like the Tokai Maru, the Snowdonian will carry in the neighborhood of 5000 tons, dead weight. She is of 2402 tons net register and was last reported arriving at Liverpool June \$ from Sarata Clara. San Francisco.

Stan Diego.

tons, dead weight. She is of 2402 tons net register and was last reported arriving at Liverpool June 8 from Savannah. The Highbury reached the river at 11:30 o'clock yesterday and left up at 4 o'clock in the afternoon, reaching here during the night, so she will be prepared for cargo today.

Other steamers engaged for comparatively early loading are the Japanese tramp Asama Maru, which left Newcastle July 7 for Honolulu and Portland to load for Australia; the British steamer Caldergrove, which reached Auckland July 9 on her way to Weilington, Lyttleton and Dunedin, from where she proceeds here; the Norwegian steamer Strinda, arriving at Manila July 12 from New York, and now bound this way, and the British steamer Resalie, which left Rio Janeiro June 20 for Leith and is to head here, and the British steamer Reading, arriving on the Tyne July 1 from Havre.

The situation as to tonnage is not causing uneasiness, though 95 shillings is held to be a decidedly high rate, and that feature is not pleasing to exporters. There has been no chartering of Sailing vessels during the past few Northern Pacific.

that feature is not pleasing to exporters. There has been no chartering of sailing vessels during the past few days, so they are regarded as still being available at current rates. The engagement of the French ship Ernest Reyer last week for South Africa was done at 80 shillings, and it is thought that there will be a greater range between sail and steam tonnage during the remainder of the season than was the remainder of the season than was the case last year. Chartering for strafght lumber car

chartering for straight lumber car-goes has not been active this week, though there are orders held along the river to be moved, mostly to the United Kingdom and other European ports which the allies control.

CHINOOK'S DRAGS IMPROVED

the Commissioner of Navigation immediately upon her departure from your district, giving her foreig port of destination, the probable date of her arrival there and the name (a) of every American passenger destined for ports in the United Kingdom, France, Belgium, Netherlands, Norway, Sweden, Denmark, Russia, Germany; (b) of every American cargo vess: destined for the Netherlands, Norway, Sweden, Denmark. This letter supersedes previous instructions on 'he subject."

SNAG CAMPAIGN TO START

STEAM RATES HELD, HIGH Entire Harbor Channel Will Be

Swept for Obstructions. Numerous snags having made their appearance in the harbor between Ross Island and Linnton, a "sweeping" cam-paign has been formulated by Harbor-master Speier, who proposes to "sweep" the entire channel with the ...d of two launches and a drag, so that every sub-merged obstruction less than 30 feet below the surface will be located and

removed.

In the last two days three big snags have been taken from the river and, as the water is falling slowly, others have been reported. In some cases it may be necessary to employ a tug with a derrick gear to raise the derelicts, but most of them the launches are expected to handle. The removal of the sunken menaces will also facilitate dredging when the Port of Fortland moves its digging fleet from the lower part of the harbor.

MARINE INTELLIGENCE.

9-	Great Northern San Francisco	Aug.
2700	Santa Clara San Francisco	Aug.
he	Breakwater Coos Hay	Aug.
nd	Rear Los Angeles	Aug.
n.	F A Kilhurn San Francisco	A.U.E.
he	Geo. W. Elder San Diego	Aug.
ae	Beaver Los Angeles	Aug.
	DUE TO DEPART.	
r-	Name For	Date
se	Name. For Yale E. F. to L. A Harvard S. F. to L. A	Aug.
V-	Unespeed S F to L A	Aug.
A	Northern Pacific. San Francisco	Aug
t-	Santa Clara San Francisco	Aug.
eh.	Great Northern. San Francisco	AUK
eđ.	Santa Barbara San Diego	Aug.
1-	Rose City Los Angeles	Atte
	Roanoke San Diego	Aug
m	BreakwaterCoos Bay	Atur
0-	F. A. Kilburn San Francisco	Aug
a-	Bear Los Angeles	Aur
	Wapama, San Diego	Aug
W	YosemiteSan Diego	Aug
n-	Cellio San Diego	Aug
en	Santa MonicaSan Francisco	Aug
br	Geo, W. Elder San Diego	Aug
0.53	Tamaipais San Francisco	Aug
BE	Multnomah San Diego	Aug.
	Multhoman San Diego	A 220

	lland-Atlantic Se	
	DUE TO ARRIV	E.
Name.	From	Dat
Nevadan	New York	Aug.
Santa Cruzh.	New York	Aug.
Ohloan	New York	Aug.
	New York	
1	OUE TO DEPAR	CT.
Name.	For	Dat
Nevadan	New York	Aug.
Santa Cruz	New York	Aug.
Onloan	New York	Aug.
Montanan	New York	Supt
Dakotan	New York	· · · · · · Sept.
Honolulan	New York	····· Oct.
Iowan	New York	Nov
Panaman	New York	

Marconi Wireless Reports.

(All positions reported at 8 P. M., August unless otherwise indicated.) Norwood, Grays Harbor for San Francisco, off Grays Harbor.

Coronado, Aberdeen for San Francisco, 10 lies north of Cape Blanco.

speedwell, San Francisco.

manual later the Clatakania of the Cawitte Biver and later the Clatakania of the Morticelle was built by the William of the Committee of the Steel Works and the Committee of the Steel Works and the Covernment mooring and the Covernment of the Steel Steel

week ago a number of changes were announced, principally on hardware and wire. The steamer Nawajo, salling in the fleet of W. R. Grace & Co., left New York Wednesday for Portland and is due the last of the month.

GERMANY TO BE NOTIFIED

Report of European Sailings and Passengers Called For.

Evidence that the United States Government is leaving no stone unturned to insure the safety of Americans and American ships in European waters from attacks by German submarines is offered in instructions received from Washington by Collector of Customs Burke to report the Jovement from this port of all American passengers and American vessels bound to the war zone.

Acting Secretary S. W. Stratton, of the Department of Commerce, has transmitted the following instructions bearing on such cases.

Astnown American Science and Passengers Allaka, Sailed—Steamer Alaska, Sailed—Edith, for San Diego.

New York Wednesday for Portland and Wisconsin Columbia, port of all American passengers and American passengers and American passengers and American passengers for Astoria, shallow the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the following instructions of the Department of Commerce, has transmitted the fol

HEILIG Brw'y at Taylor 7 REGINNING Next Sunday SPECIAL PRICE MATS WED. & SAT N. Y. WINTER GARDEN CO. Presents the Stroendous Musical Revu

DANCING AROUND

AL JOLSON 100—COMPANY—100, Eves.—Floor, 15 rows \$2, 2 at \$1.50. Bail. \$1.50, \$1, 75c, 56c, Gail. 50c. Both Mats.—Floor, 11 rows \$1.50, 7 at \$1. Bail. \$1, 75c, 50c. Gail., 50c.

THE SHADOW GIRL and Big Metrop Company, Augmented Orchestra, under sonal direction of Miss Margaret Whi 5 OTHER BIG-TIME ACTS—8 Boxes, First Row Balcony Seats Res by Phone—Main 4636, A 2236.

AMUSEMENTS.

SEAT SALE TODAY -

The OAKS

Portland's Great Amusement 1 ark.
Big free show, including new musical comedy and 20 pretty girls, Daneing, Skating, Swimming and Park
Attractions, Children's day every
Wednesday, Children under 15 admitted free, Admission to park, 10c,
Express cars, First and Alder streets,
Launches, Morrison Bridge.

Fraternal Brotherhood PICNIC

Saturday, Aug. 7 Dancing and Special

Display of Fireworks

Council Crest

The gasoline schooner Mirens sailed for Waldport with a cargo of general merchandise.

The steamer Geo. W. Elder sailed for San Francisco and San Pedro carrying freight and passengers from Portland and Astoria.

The steamer Breakwater sailed for Coos Bay with freight and passengers from Portland and Astoria.

The tank steamer Argyll arrived from California with a cargo of fuel oil for Portand.

The West Coast Navigation Company steamer George Hawley sailed for Philadelphia with a cargo from Portland.

The steam schooner Tamalpais shifted from St. Helens to Knappton to complete

from St. Helens to Knappton to complete her cargo.

The British bark Amulree salled for the United Kingdom with a cargo of grain from Portland.

The steamer Great Northern sailed for San Francisco carrying her limit in passengers and a heavy freight including a shipment of grain from the interior.

The British steamer Highbury arrived from British Columbia and will load grain at Portland.

After discharging fuel oil at Portland, the tank steamer J. A. Chansior sailed for California.

The steam schooner Santa Harbara arrived from San Francisco and went to Westport to load lumber.

The tug Hercules arrived from San Francisco having the dredge Long Beach in tow. The tug will sail for the Bay City tomorrow with a Hammond piling raft in tow.

which the allies control.

CHINOOK'S DRAGS IMPROVED:

Big Dredge Resumes Channel Work

With Longer Pipe Lines.

In better condition than has been the case better so make such or make such