PORTLAND TO BUILD 6 SHIPS FOR FRANCE

Four Contracts Awarded to Northwest Steel and Two to Columbia River Plant.

DEADWEIGHT IS 8800 TONS

Three Concerns in City Building Steel Ships Have Many Contracts and New Ways Will Aid in Rushing Work.

Six steel steamers, each of 8800 tons deadweight, will be turned out at Portland for the Republic of France, four contracts having been closed with the Northwest Steel Company and two with the Columbia River Shipbuilding Corporation. So far as is known eight have been let on the Coast, two more being awarded J. F. Duthie & Co., of Seattle.

J. R. Bowles, president of the Northwest Steel Company, who went to Washington recently, after having had a conference here with Roland Pervue, a marine architect of Paris, and accredited representative of the French government, has closed for the eight carriers. There has been no question as to the ability of shipbuilders to obtain the contracts, the French government being willing, but it was necessary to obtain the sanction of the United States Shipping Board, which has been granted.

The Northwest Steel Company has turned out one vessel, the War Baron, which reached Seattle yesterday, and there are seven others to be built, four of which are on the ways in various stages of completion. Three of the total are yet held in the name of the original Norwegian owners, while the five others were transferred to the Cunard line, the War Baron being the first for that fleet, the War Viceroy, about ready to launch, is the second, and the War Leopard, to follow her into the water, will be the third.

The Columbia River Shipbuilding Corporation accepted six contracts from Norwegians in opening its yard, later taking two from the Cunard line. The Cunard interests have since purchased five of the Norwegian contracts, so control seven vessels there. The company had decided to lay down a ship on its own account and that vessel has been sold to the French government, while another will be built for the same order, making 10 ships held by the plant, the first of which will leave the ways in September. The second ship to be launched is for Norwegians and, the fact America is now in the war, is expected to mean she will either be disposed of to the Cunard company or to the United States.

The Columbia River plant has three ways and will expand its facilities soon. Its shop capacity is adequate for the new work, having more equipment for turning out machinery than has been required for the contracts up to the acceptance of the French business. The two companies now have 21 contracts and the Albina Engine & Machine Works, which is engaged in turning out steel ships of 3300 and 3800 tons, has six orders for Scandinavians.

FRED WRIGHT GETS BOOST

Well-Known Steamshipman Accepts Billet With McEachern Ship Co.

Fred B. Wright, connected with the San Francisco & Portland Steamship Company on Ainsworth dock since October, 1904, and chief clerk there since 1907, has accepted a position with the McEachern Ship Company, of Astoria, where he will handle important duties under his brother, E. W. Wright, who is manager of the plant. The property is owned by Max H. Houser, well-known Portland exporter.

Previous to joining the service of the San Francisco & Portland line Mr. Wright was with the Canadian Pacific water lines in British Columbia. When he began at Ainsworth dock and until a few years ago there was also handled the business of the Portland & Asiatic Steamship Company and the Coos Bay service of the Southern Pacific, so he has enjoyed wide experience in deep-water trades. The McEachern yard is to be improved and it is promised it will be among the best in the country.

ASTORIA YARDS IMPROVED

Wilson Shipbuilding Plant to Be Thoroughly Equipped.

ASTORIA, Or., July 12.—(Special.)—The recently reorganized Wilson Shipbuilding Company is making extensive improvements at its yards, entailing an expenditure of approximately $75,000. When completed, the plant will be one of the most thoroughly equipped on the Coast.

The new mold loft has been finished, strictly modern machinery is being installed, a locomotive crane and an electric crane are being erected, two new ways are being put in and the company has room for two additional ways, which it will lay in the near future. This yard is now negotiating with the Government and expects to have contracts in a few days for the construction of six of the vessels to form the Federal fleet.

NEW RADIO STATION OPENED

Location on Salt Marsh Said to Be Given Greater Energy.

MARSHFIELD, Or., July 12.—(Special.)—The naval radio station just completed at Englewood was opened today at noon, after being under construction for a year. The station is located on a salt marsh, which is claimed to give it much more energy. Operators B. O. Smotzer and L. H. Hill are here from Cape Blanco.

The station will be guarded by 25 marines and four operators will be on duty. Report says it is one of the most powerful on the Coast, according to tests made recently.

The Cape Blanco station, which had served since 1907, will be dismantled and abandoned and the entire crew will be here within the next few days.

Coos Figures on Suction Dredge.

MARSHFIELD, Or., July 12.—(Special.)—The Port of Coos Bay is contemplating the construction of a small suction dredge to operate on the various inlets of the bay. The plan is to obtain Government machinery now lying idle at Celilo and either buy a barge or contract for such construction here. The Port in the past has used bucket dredges in the inlets, but the excavations cannot be made far enough from the waterways to avoid buckling of the ground at the banks.

Suit Begun Over Schooner Philip.

ASTORIA, Or., July 12.—(Special.)—A suit to determine the ownership of the purse-seining motor schooner Philip was filed in the Circuit Court today by Stiphen Kukura and Sam Butarovich against Antone Kuljis. The craft was built and equipped at a cost of $8400 by the parties to the suit, and the question at issue is the interest which each owns.

Grays Harbor Lumber Sales Increase

ABERDEEN, Wash., July 12.—(Special.)—Cargo lumber shipments from Grays Harbor for the past six months have been over 20 per cent heavier than those for the opening half year of 1916. To July 1 of this year water shipments of lumber had totaled 181,781,000 feet as against 142,005,000 feet for the same months of 1916. This an increase of 39,776,0000 feet.

Pacific Coast Shipping Notes.

SAN FRANCISCO, July 12.—(Special.)—The British steamer Wairuna is now 19 days overdue at a Pacific port from another port bordering the great ocean. The vessel should have put in an appearance two weeks ago last Monday. Owners are using all possible means to locate her.

Fresh vegetables and fruit were the cry of 293 passengers on a steamer which is now in San Francisco, as soon as they spoke to a person from shore when the vessel arrived. The craft came from Europe and the only stop was at Kingston, where the British did not allow anyone ashore.

Thirty days the vessel had been out when she reached California. No vegetables or fruit were available when they left Europe. The vessel will be fully supplied with these commodities for her larder before she steams from San Francisco for a trans-Pacific port.

Making her first call on the Coast, a Dutch steamer is now in a Pacific port with a big cargo and nearly 300 passengers on board. She is calling for bunkers only and as soon as supplied will resume her journey across the Pacific.

The first of the formrer interned German steamers to arrive in California from an American island port is the Mark. She is discharging a heavy cargo of island products.

YOUNG SOLDIER DIES SOON AFTER ENLISTMENT.

William McKinley Reed.

TURNER, Or., July 12.—(Special.)—William McKinley Reed, a member of Company F, Fourth Regiment of Engineers, U. S. A., stationed at Vancouver Barracks, Wash., enlisted on May 18, 1917, and died July 3, 1917, at Vancouverver Barracks from an attack of measles. An escort of six comrades accompanied his remains to his home. He was buried last Saturday in Lone Oak Cemetery, Stayton, Or.

Mr. Reed was the son of Mr. and Mrs. James Reed, of Turner. He was 22 years old. In 1915 he entered the employ of the Oregon Fish and Game Commission. He was a member of the Multnomah Anglers' Club and also a member of the Salmon Club of Oregon.

Surviving relatives, besides his parents, are: Neva D. Bowers, James G. Reed, of Turner; Mamie P. Kitzmiller, of Brownsville, and Mae Z. Spoon, of Ordway, Colo.

ASTORIA, Or., July 12.—(Special.)—Carrying a full cargo of lumber from Portland, the steam schooner Tamalpais sailed today for San Francisco.

One of the Hammond piling rafts arrived from Stella and will be towed to San Francisco by the tug Sea Rover.

The steam schooner Ryder Hanify arrived from San Francisco and will load lumber at Stella and Westport.

The steam schooner Santiam sailed for San Pedro with a full cargo of lumber from the Hammond mill.

Carrying freight and passengers from Portland and Astoria, the steamer Beaver sailed for San Francisco and San Pedro.

The steamship Northern Pacific sailed for San Francisco, carrying a heavy cargo of freight and a fair list of passengers.

The steam schooner F. S. Loops sailed for San Francisco with a full cargo of lumber from Westport.

The tank steamer Atlas sailed for California after discharging fuel oil at Astoria and Portland.

The tug Sea Rover arrived from San Francisco and will sail Saturday with the Hammond Lumber Company's raft of piling in tow.

COOS BAY, Or., July 12.—(Special.)—The steamship F. A. Kilburn arrived from Portland today and spent most of the day loading box shooks, chittem bark, shingles and 1200 cases of cheese for delivery at San Francisco.

The tug Gleaner sailed with the towboat Powers for delivery to the Callender Navigation Company at Astoria.

In tow of the tug Defiance, the schooner Frank D. Stout sailed with C. A. Smith lumber for San Francisco.

GRAYS HARBOR, Wash., July 12.—(Special.)—The steamer San Jacinto cleared for San Pedro from the E. K. Wood mill.

SEATTLE, Wash., July 12.—(Special.)—Arrivals at this port today included the steamer City of Seattle, from Southeastern Alaska ports; steamer Alki, from Southeastern Alaska; steamer Senator, from San Francisco; steamer War Baron, from Portland, on trial trip; steamer Alameda, from Anchorage; steamer Amur, towing barge Banger, from Anyox, B. C.; steamer Ketchikan, from Tacoma, and steamer President, from Vancouver, B. C., via Tacoma.

Departures included steamer Northwestern, for Anchorage, and steamer D. G. Scofield, for San Francisco via Port Wells.

Announcement was made today by the newly-incorporated Ballard Shipbuilding Company that the keels for two wooden steam schooners, to cost approximately $200,00 each, will be laid early next week.

According to a dispatch from Port Townsend, fears for the safety of the schooner Taurus, which sailed from Sydney, Australia, 163 days ago, are being entertained. She was due 50 days ago.

Movements of Vessels.

PORTLAND, July 12.—Sailed—Steamer F. S. Loop, for San Francisco.

ASTORIA, July 12.—Sailed at 4 A. M., steamer Tamalpais, for San Francisco. Arrived down at 4:15 A. M., Lograft. Sailed at 9 P. M., steamer Northern Pacific, for San Francisco.

SAN FRANCISCO, July 12.—Sailed at 11 A. M., steamer Great Northern, for Flavel. Sailed at 5 P. M., steamer Rose City, for Portland.

ASTORIA, July 11.—Arrived at 5 and left up at 7 P. M., steamer Ryder Hanify, from San Pedro. Sailed at 8 P. M., steamer Santiam, for San Pedro, via San Francisco; at 10:30 P. M., steamer Beaver, for San Francisco, San Pedro and San Diego.

SEATTLE, July 12.—Arrived—Steamers City of Seattle and Al-Ki, from Southeastern Alaska; Senator, from San Francisco; War Baron, from Portland; Alameda, from Anchorage.

Departed—Steamers Northwestern, for Anchorage; D. G. Scofield, for San Francisco.

SAN FRANCISCO, July 11.—Arrived—Steamer Asuncion, from Portland.

SAN PEDRO, July 11.—Arrived—Steamer Flavel, from Columbia River.

REDONDO, July 11.—Arrived—Steamer Daisy, from Portland.

TACOMA, July 12.—Arrived—Steamers President, from San Francisco; Alameda, from Southwestern Alaska.

Departed—Steamers President, for San Francisco; Ketchikan, for Seattle; Nome City, for San Francisco via Everett.

COAL BUNKERS AND LIGHTERS DESIRED

Port Commissioners Lay Plans for Action by Voters at Next Regular Election.

$750,000 IN BONDS NEEDED

Committee Suggests That Three Ocean-Going Barges Be Built to Bring Fuel From Alaska and British Columbia.

Port of Portland Commissioners strongly recommend the establishment of coal bunker facilities here, also the construction of barges to bring the fuel to the harbor, as well as lighters to move it alongside ships, but as a special election is necessary in order to obtain the approval of voters to sell $750,000 in bonds, and the Port has no authority to draw the estimated cost of the election, $25,000, from any fund on hand, early action cannot be taken.

Should the Port undertake to conduct a special election and the bond sale fail to be approved, it is a question what would happen, but if the bonds carried money could be taken from their sale to meet the election expense. It was decided yesterday to file a special report on the coaling proposition and postpone placing it before the voters until the next regular election.

Committee Report Made.

George Kelly, D. C. O'Reilly and Capatin E. W. Spencer were on the committee and they reported in favor of providing the coaling equipment if it could possibly be done. They recommended that three ocean-going barges, each of 3000 tons deadweight, be built with which to transport the fuel from British Columbia, Alaska or elsewhere, and that bunkers be provided, also modern lighters for carrying the coal to ships so a vessel could work cargo on one side and coal on the other. It was suggested that part of the St. Johns drydock property could be utilized for storage. The estimated cost was $750,000.

Much of the time at yesterday's session was occupied with dredging matters. Fred A. Ballin, of the shipbuilding firm of Supple & Ballin, who is president of the Pacific Marine Iron Works, appeared in connection with an application for a fill on an East Side waterfront block, between East Main and East Madison streets, and it was decided to assign the dredge Portland to the work when she could be spared. The plant has accepted contracts for a number of boilers and other machinery for new Government ships and an extensive plant is being erected.

Northwest Steel Wants Fill.

The Northwest Steel Company applied for a fill of about 7800 cubic yards at its plant, foot of Sheridan street, and it was voted to do the work when possible and charge the company 10 cents a cubic yard for the material delivered. Regarding a claim of the Columbia River Shipbuilding Corporation, located on adjoining property, that it had been overcharged $2500 for its fill because some of it found its way to the yard of the Portland Shipbuilding Company, the Commission voted not to reduce the bill.

Regarding a proposed new and powerful sternwheel towboat, to be used for handling ships on the river and in the harbor, the Commission accepted a proposal from J. H. Johnston to provide plans and specifications for $900. The boiler was contracted for some time ago from the Willamette Iron & Steel Works.

Dr. Andrew C. Smith appeared before the Commission requesting that he be permitted to charter the pilot schooner Joseph Pulitzer for one or two trips to the Dutch Harbor region. He said small canneries, sheepmen and others there were in need of salt and such necessities and that they were ready to trade with Portland on a large scale, so it was thought one or two trips might show whether the acquisition of a more suitable vessel was warranted. It was the sense of the Commission that a reasonable rate would be made for the Pulitzer, though they did not deem her fitted for the service.

Rate Is Thought High.

Dr. Smith said that he was interested in a number of lambs shipped recently from Seattle and $6 a head was paid for transportation, while 75 cents each was asked for shipping small kits or tubs. As the latter had been made in Portland for $5 a dozen, he refused. It was understood that he would look over the Pulitzer to determine if she is suitable.

The Commission has decided it has neither the funds nor facilities for dredging a channel to Milwaukie, as petitioned for last month by property owners. The Railway Equipment Company applied for a fill on its property at Linnton, which will be made later. Authority was given to destroy $10,000 of drydock bonds held useless. A claim of O. P. Graham in the sum of $27.95, for damage to a houseboat sustained when a schooner in charge of a Port towboat struck it, was allowed.

Marine Notes.

It was 3:30 o'clock yesterday afternoon that the new British steamer War Baron, of the Cunard line, which was built here, was reported reaching Seattle. Bert C. Ball, head of the Willamette Iron & Steel Works, which installed the machinery and completed the vessel after the hull was delivered by the Northwest Steel Company, is at Seattle to be present during the trial trip.

Lighted navigation aids at Thorne's and Henrici's have been damaged by freshet waters, but are located nearby temporarily.

Collector of Customs Burke yesterday followed special telegraphic instructions from Washington and went aboard the barks Dreadnought and Gamecock to formally take them over in the name of the United States Shipping Board. He posted an official notice on each as to his action and then forwarded a copy of his orders, together with affidavits to Washington. The vessels have been held about 10 days without work, being carried on aboard, supposedly until Washington officials straighten out tangles as to their title, they having been German barks and were seized when the United States entered the war.

It has been decided to rig a large locomotive bell on Ainsworth dock that will sound five minutes before the departure of steamers as a warning to belated passengers.

Having loaded a part cargo of lumber at Westport, the steam John Poulsen was here yesterday, taking on three Scotch marine boilers at the plant of the Willamette Iron & Steel Works, which are to be delivered at the Moore & Scott shipbuilding plant at San Francisco. The steamer will load more lumber at Oak Point and sail tomorrow.

D. C. O'Reilly, of the Clatskanie Transportation Company, owner of the gasoline barge Wakena, which went aground Wednesday at Brown's Point, near the harbor entrance at Tacoma, spent yesterday at the scene and last night Captain Vic Dagerstedt, interested in the company and master of the steamer Beaver, proceeded there to look after work of floating the vessel. It is said she is not seriously damaged. While owned here she was plied in the British Columbia-Tacoma service under charter to the Border Line.

To be overhauled, the steamer Nestor was hauled out at the Portland yard yesterday and will be followed by the Relief today and the Joseph Kellogg tomorrow.

After working part of a cargo at the North Pacific mill of ship construction material intended for the Hind-Rolph yard at Eureka, the barge Isaac Reed will take on a large consignment of ship knees which has been assembled at Municipal Dock No. 1.

SITES TO BE VIEWED TODAY

Commission of Public Works Is to Inspect Options.

Inspection of all sites along the waterfront under option to the Commission of Public Docks from which to pick one for the proposed grain elevator and additional water terminal, will be conducted this afternoon, and it is possible a selection will be made. The Commission met yesterday and adjourned until 2 o'clock this afternoon, and the trip will be an adjourned session so the sites can be officially passed on.

Seven pieces of property were included in the options, and test piling was drvien on each to ascertain foundation conditions. It is not believed more ground will be gone over, as it is felt there is a sufficient variety of locations, all with railroad as well as water facilities, now under consideration from which one can be picked that will be best suited.

G. B. Hegardt, chief engineer, says that if the commission decides the elevator must be ready for the 1918 crop, a start must be made immediately on plans and that will require a special force of trained men. He regards that step as of greater importance than to select a site now. At the same time the site must be picked and additional piling driven there before detailed foundation plans can be gotten out. Also, regardless of the site, a fill must be made, and it is suggested that be taken up with the Port of Portland as soon as possible.

The following were offered as suggestions and recommendations by Mr. Hegardt:

That the Commission decide whether an effort shall be made to have the elevator constructed in time to handle the 1918 wheat crop, or whether its completion shall be planned for the 1919 crop.

If for the 1918 wheat crop, that the Commission then authorize the immediate preparation of plans and specifications for the elevator, by the employment of competent designing engineers under such terms and conditions as the Commission may decide.

The work of design and construction of the elevator to be so arranged that the foundation plans be completed at as early a date as practical in order that contract for its construction may be let this Fall, when river low water conditions are favorable for such construction, for if this is not done, it is more than likely that his work would have to go over until another year.

In connection with the elevator construction, if its completion is desired for next year, contract should at once be entered into for the reinforcing steel, to insure delivery.

As soon as the complete elevator design has been completed, orders be placed for the steel, machinery, etc.

U. S. Naval Radio Reports.

MOTORSHIP NUUANU, Seattle for Martinez, 75 miles north of Martinez.

ASUNCION, Richmond for Ketchikan, seven miles from Richmond.

CELILO, San Pedro for San Francisco, 12 miles north of Point Sur.

TOPEKA, Eureka for San Francisco, 50 miles south of Blunts Reef.

LIGHTSHIP ADELINE SMITH, San Francisco for Coos Bay, 265 miles north of San Francisco.

WAPAMA, Everett for San Francisco, 35 miles south of Cape Blanco.

WAHKEENA, San Diego for the Columbia River, off Blunts Reef.

GREAT NORTHERN, San Francisco for Flavel, off Blunts Reef.

LIGHT VESSEL KLAMATH, St. Helens for San Francisco, 10 miles north of Point Arena.

TUG PIOEER, with parge Wastuna, 170 miles south of Point St. George.

KILBURN, Coos Bay for Eureka, 25 miles south of Coos Bay.

Notice to Mariners.

The following affects aids to navigation in the 17th lighthouse district:

Washington Sound, Ship Harbor—Shannon Point buoy No. 2, heretofore reported missing, was replaced July 6.

Washington Sound, San Juan Channel—Iceberg Point light heretofore reported extinguished, was relighted July 6.

ROBERT WARRACK, Lighthouse Inspector.

Tides at Astoria Friday.

High.		Low.	
8:46 A. M.	5.8 feet	2:38 A. M.	0.5 foot
8:27 P. M.	8.5 feet	2:11 P. M.	2.9 feet

FIRE LOSS IS $250,000

Five Buildings of Big Tannery Destroyed; Origin Incendiary.

VALLEJO, Cal., July 12.—Five buildings, comprising the plant of the Santa Rosa & Vallejo Tanning Company here, were destroyed late today by fires, thought to be of incendiary origin, which broke out in the west end of each building at the same time. The buildings are 200 feet apart.

The loss was given as $250,000, mostly covered by insurance.

Precautions Taken Against Fire.

ROSEBURG, Or., July 12.—(Special.)—William Landers, district fire warden, has abandoned work on new telephone lines and trails and assigned his men to patrolling timbered districts. Fire danger has increased materially during the past few days and Mr. Landers is warning all campers to put out their fires before leaving and otherwise to assist officials.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

AMUSEMENTS.

HEILIG Bdw'y at Taylor Main 1 and A 1122
Only Two Days More
TODAY—TONIGHT. ALL THIS WEEK.
CONTINUOUS 11:30 A. M. TO 10 P. M.
WONDERFUL MOTION PICTURES
SIR DOUGLAS MAWSON'S
EXPEDITION TO THE SOUTH POLE REGION
VIEWED AND INDORSED BY SIR ERNEST SHACKLETON
THRILLS, HEROISM, LAUGHTER
EXPLANATORY TALK. 2:30 to 4—8:30 to 10 P. M.
PRICES:
LOWER FLOOR.........25¢. 50¢
BALCONY.........25¢
CHILDREN, Under 15.........15¢
TICKETS NOW SELLING.

PANTAGES
MATINEE DAILY 2:30
New York's Greatest Favorite, MLLE. BIANCA,
Assisted by M. Korsapkopf and Wilhelmina Ragnchild, presenting vaudeville's latest Terpsichorean Conceptions.
6—OTHER BIG ACTS—6
Three performances daily. Night curtain at 7 and 9.

AMUSEMENTS.

OAKS AMUSEMENT PARK
CHAT NO. 44

"I've learned a new lesson in Portland," said a delegate to the N. E. A. convention who picnicked here yesterday with friends from her home state, "I've learned that you Westerners know how to play and that you deserve a great deal of credit for maintaining such a wonderful playground for your people—but I don't understand how you can afford to give all these attractions free. Really, I've paid as high as two dollars for a seat at plays back in Chicago that were not nearly as good and as attractively staged as the one you are giving here. And the way you care for the children is splendid—many teachers of Portland tell me that they have no hesitancy in sending children to the Oaks, for they know it is always clean, always safe and always enjoyable—for the little ones as well as the big folks. I am glad I came to the convention and while I will carry many impressions back with me of your beautiful city and its surroundings, not the least of them will be the unique and wonderful Oaks out here on the river, where I had such a wonderful swim."

If you could hear hundreds of remarks like these from strangers and our home people, you, too, would come much more frequently than you do. It's really delightful out here these hot days and warm evenings. Try it tonight.

John F. Cordray.

Notice the announcements for Sunday.

NEW SCENIC RAILWAY
TODAY!
Council Crest
BRING YOUR COFFEE POT AND PICNIC IN THE OLD ORCHARD.
DANCING TONIGHT

BASEBALL
RECREATION PARK,
Corner Vaughn and Twenty-fourth Sts.
SAN FRANCISCO vs. PORTLAND
JULY 10, 11, 12, 13, 14, 15
Games Begin Weekdays at 3 P. M.; Sundays, 2:30 P. M.
Reserved Box Seats for Sale at Edwards' Cigar Stand, Sixth and Washington Sts.
LADIES' DAYS:
Tuesdays, Wednesdays, Thursdays and Fridays (Except Holidays).
Boys Under 15 Free to Central Bleachers Wednesday.

AUCTION SALES TODAY.

Ford Auction House, 191 2d st. Furniture, carpets, etc. Sale at 2 P. M.

At Wilson's Auction House, at 10 A. M. Furniture. 169-171 Second st.

TOO LATE TO CLASSIFY

WANTED at once, at Gearhart, furnished house of seven or eight rooms, on ocean front or Ocean ave., for the months of July and August. Wonder Millinery, 6th and Alder.

MEETING NOTICES.

ALBERT PIKE LODGE NO. 162, A. F. AND A. M.—Stated communication tonight (Friday) at 7:30 o'clock. M. M. degree. Refreshments. Visitors welcome. By order of W. M. E. B. IVIE, Secretary.

PORTLAND LODGE, NO. 55, A. F. AND A. M.—Special communication this (Friday) evening 7:30 o'clock. Social. Visitors welcome. Order W. M. C. M. STEADMAN, Sec.

MYRTLE CHAPTER, NO. 15, O. E. S.—Regular meeting this (Friday) evening in Masonic Temple at 8 o'clock. Social. By order W. M. JENNIE H. GALLOWAY, Sec.

MULTNOMAH CAMP, NO. 77, W. O. W., meets each Friday evening. All neighbors welcome. I. O. O. F. Hall, East 6th and Alder streets. V. O. CHESSMAN, C. C. J. O. WILSON, Clerk.

HASSALO No. 15 I. O. O. F. WILL meet this (Friday) evening at 8 o'clock at 226 Alder street. Work in the third degree. A full attendance desired. Visitors are welcomed. F. COZENS, Rec. Sec. CHAS. HINMAN, N. G.

WEBFOOT CAMP NO. 65, WOODMEN OF THE WORLD, meets every Friday night at W. O. W. Temple, 128 11th street. All members welcome. Kum to Kamp Friday night. A. L. BARBUR, Clerk. DR. A. VAN CLEVE, Consul Commander.

EMBLEM Jewelry, buttons, charms, pins. New designs. Jaeger Bros., 131-3 Sixth st.

FRIEDLANDER'S for lodge emblems, class pins and medals. 310 Washington st.

FUNERAL NOTICES.

PILUSO—In this city, July 11, at the residence of his parents, 374 East Forty-sixth street, Francisco Piluso, aged 11 years 9 months. Deceased is survived by a father and mother, Mr. and Mrs. J. Piluso; three brothers, Carlo, Ernest and Charley, also two sisters, Rose and Jennie Piluso, all of this city. Funeral will be held today (Friday), at 9:30 A. M., from the residence, 374 East Forty-sixth street, thence to St. Michael's Church, corner Fourth and Mill, where services will be held at 10 A. M. friends invited to attend. Interment Mount Calvary Cemetery. Skewes Undertaking Company, directors.

WILLIAMSON—In Albany, Or., July 10, Ralph Emmett Williamson, aged 16 years, 6 months, 28 days, only son of Mr. and Mrs. P. E. Williamson, of 1695 East Eleventh street. The funeral services will be held at the Sellwod Methodist Church, 594 Tacoma avenue, at 10:30 A. M. today (Friday), July 13. Friends invited. Interment Rose City Cemetery. East Side Funeral Directors.

PAPE—In this city, July 11, at his late residence, 70 East Nineteenth street North, Louis Dietrich Pape, aged 46 years, husband of Mrs. Anna V. Pape. The funeral services will be held tomorrow (Saturday), July 14, at 2:30 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Friends invited. Interment at Mount Scott Park Cemetery.

BALFOUR—The body of the late Alice Balfour, aged 59 years, who passed away in this city July 8, 1917, at the residence of her daughter, Mrs. Marie Balfour Dickie, was shipped to St. Paul, Minn., by the Skewes Undertaking Company, accompanied by members of the family.

TAUL—At her late residence, in Ardenwald, July 11, Mrs. Lorensa A. Taul, wife of the late Henry Clay Taul, aged 90 years. Funeral services at the Portland Crematorium July 13 at 12 noon, private.

MATHISON—In this city, July 12, Josephine Theresa Mathison, aged 50 years, beloved mother of A. B. Mathison, of Portland. Remains were forwarded by Miller & Tracey to Boise, Idaho, where interment will take place.

Portland Business Bulletin

This directory is for the information of the public, to give as far as possible the different lines of business which the average person may find occasion to use. Any information which cannot be found here will be gladly furnished by phoning Main 7070 or A 6095, House 40.

ACCORDION PLEATING.
K. STEPHAN, hemstitching, scalloping, accordion, side pleat, buttons covered; mail orders. 228 Pittock block, Broadway 1099.
ELITE hemstitching and button shop, pleatings. Mail orders promptly filled. Work guaranteed. 384 Morrison st. M. 7230.

ASSAYERS AND ANALYSTS.
MONTANA ASSAY OFFICE, 142 Second—Gold, silver and platinum bought.

AGATE CUTTER AND MFG. JEWELER.
AGATES cut and polished; jewelry and watch repairing. Miller's, 343½ Wash. st.

CANCER.
L. M. JONES, M. D.—CANCER TREATED. Brewer Bldg., 18th and Alberta. Wdln. 4106.

CARPET WEAVERS.
FLUFF RUGS FROM OLD CARPETS—Carpet cleaning, refitting, etc. Northwest Rug Co., 188 E. 8th st. Both phones.

CELLULOID BUTTONS, BADGES
THE IRWIN-HODSON COMPANY. 387 Washington st. Main 312 and 1204.

CHIROPODIST.
William, Estelle and William, Jr., Deveney, the only scientific chiropodists in the city. Parlors 302 Gerlinger Bldg., southwest corner 2d and Alder. Phone Main 1301.

CHIROPRACTIC PHYSICIANS.
SICK PEOPLE, Dr. McMahon, Macleay bldg. Specializes 100 per cent chiropractic. 31 adjustments, $15; seven, $5. Making good.

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