COUNCIL OPPOSES BARBUR'S PROPOSAL

Commissioner's "Economy Move" Meets With Objection Before Commission.

REGRADE PROJECT IS ISSUE

Mayor Baker Points Out Mr. Edmondstone's Removal From Grade Crossing Work Might Jeopardize City's Interests.

Commissioner Barbur's plan to take control of the O.-W. R. & N. regrade project from the hands of George S. Edmondstone, who has handled the work to date, met with serious objection before the City Council yesterday. The proposal went over for one week for settlement.

Mr. Barbur and City Engineer Laurgaard declared that the only reason for the change was one of economy. Other Commissioners and Mayor Baker took the position that the economy was not apparent in the proposition and that the ousting of Mr. Edmondstone might be a serious thing, involving possibly the entire cost of the project, should a new engineer, unacquainted with the project, allow a deviation from the contract or the specifications.

Merging of Bureaus Talked.

The question came up in the form of an ordinance from Mr. Barbur authorizing the placing of the regrade work in charge of R. E. Kremers of the Bureau of Highways and Bridges, and retaining Mr. Edmondstone as a consulting engineer.

"It is purely a question of economy," said Mr. Barbur. "The arrangement calls for a consolidation of the Grade Separation Bureau and the Highways and Bridges Bureau at a saving of the salaries of five men. We do not need Mr. Edmondstone at this time and that is why I first recommended that he be dropped. Seeing, however, that difficulties have arisen and the contractor may lay down on us, I have asked that he be retained in a consulting capacity."

"I don't object to any move you make to reduce expenses," said Mayor Baker. "I am with you in that regard, but in this particular case it seems to me bad business to change horses in the middle of the stream. Mr. Edmondstone has ability and has this project at his fingers' tips. It certainly would confuse matters and might jeopardize the city's interests to take it out of his hands and give it to another man unacquainted with the project."

Economy Is Questioned.

Commissioners Bigelow and Mann questioned the statement that the rearrangement would effect a saving.

"Isn't it important to have as many men as are on the job now?" asked Mr. Bigelow.

"Yes," explained Mr. Laurgaard, "but we are combining the work so that all these men will be available for highway and bridge work as well as the regrade work."

"Do you mean to say that that could not be done under the present arrangement?" asked Mayor Baker.

"Not to such good advantage," said Mr. Laurgaard.

"I will say," said Mr. Edmondstone, "that I have worked under the City Engineer and we have exchanged men frequently. When my men were not busy they have been available for any work. I wish distinctly to protest against being subordinated in this project. I have rejected offers of other positions to remain to finish this project, which is a child of my own brain. I will not accept any position that would take the control out of my hands."

Mayor Opposes Move.

"Isn't it a fact," asked Commissioner Mann, "that this saving of $520 a month, or whatever it may be, might mean a losing at the end of $10,000 or more?"

"Not that exactly," said Mayor Baker. "It means that the city might be shouldered with the entire cost of this project. This is the most delicate situation we have had to meet and it seems to me we may meet with disaster if we are not careful. I dislike to interfere with another man's department, but it seems to me a mistake is being made."

Commissioner Kellaher declared that he favored Mr. Barbur's plan because it gave the work to a civil service man, while Mr. Edmondstone is not under civil service."

"You are short on facts," interposed Mayor Baker. "This is not a question of eliminating Mr. Edmondstone, and it is not a question of economy, for there is not a cent of difference as far as Mr. Edmondstone is concerned. To adhere to a rule, such as a civil service rule, just because it is a rule, makes you just as small as the rule."

Contractors Resent Reports.

Conrad P. Olson, representing the Pearson Construction Company, contractors for the work, declared that his company has resented the statements about his company being behind in the work and being liable to removal from the work. He said there was nothing to it. Reports to this effect have been made in detail by Mr. Edmondstone.

Commissioner Barbur denied a rumor in circulation that Mr. Edmondstone was being sidetracked to make room for George Maher. He said this statement was made out of whole cloth. Mr. Laurgaard, who is a personal friend of Mr. Maher, also denied the rumor, as did also Mr. Maher. The rumor originated, it is said, in the fact that Mr. Laurgaard and Mr. Maher have been associated in projects in the past and that Mr. Maher has been seen at the City Hall. Mr. Maher says his City Hall visits were purely of a personal nature and had nothing to do with employment. He is now engaged in shipbuilding work.

LANG SYNE FOLK FROLIC

TWO HUNDRED OF SOCIETY ATTEND OAKS PARK PICNIC.

Adventures on Various Apparatus and Bountiful Supper Are Followed by Reminiscent Talks.

The Lang Syne Society, 200 strong, invaded the Oaks late yesterday on their annual Summer outing. Some of Oregon's oldest citizens were there, in many cases leading Oregon's youngest citizens by the hand.

The park management had big picnic tables set out under the grove, and "Lang Syne" banners were everywhere in evidence. Scores of basket lunches were spread out on the big green tables under the cool shade of the oak trees, while scores of kiddies were forbidden to experiment with the "eats" "until daddy comes from town on the 6 o'clock car."

After supper the Lang Syners, young and old, strolled over the big park as guests of the management and took in the sights and rode on the various ingenious apparatus. Later in the evening the picnickers listened to speeches by General Charles F. Beebe, Dr. Morris R. Cox, J. K. Gill and J. E. Bronaugh. Mrs. J. A. Davis spoke, representing the women of the organization. Several members were then called on for impromptu speeches, among them F. E. Beach, Frank Dayton, George H. Himes (who 50 years ago was a compositor on The Oregonian), H. L. Idleman, Alexander Bernstein and Captain James D. Shaw. The speeches were, in general, of an historical and patriotic nature. Many amusing reminiscences of the early days of the state were called forth. The programme was concluded by the society standing and singing their "ane tune," "Auld Lang Syne."

The party then repaired to the Oaks auditorium, where they were entertained by the management.

This year's outing, declared to be the biggest success in the history of the society, was under the supervision of an executive committee consisting of Frank Dayton, H. L. Idleman, J. K. Gill, Charles H. Dodd, F. E. Beach and Charles F. Beebe.

SUMMER NORMAL CLOSES

Entertainments Given for the Red Cross and Ambulance Funds.

OREGON NORMAL SCHOOL, Monmouth, Or., July 25.—(Special.)—The sixth annual Summer session of the Oregon Normal closes Friday, July 27, with an enrollment of 590 students.

The closing week is marked by three events: The Glee Club operetta "Sylvia" netted about $100 to the Red Cross; the Honor Guard Girls gave a concert for the benefit of the Third Oregon Ambulance, and an exhibit was made by the rural school which was judge both for architectural and agricultural knowledge by Professor Robinson, of O. A. C.

Centralians to Be Examined.

CENTRALIA, Wash., July 25.—(Special.)—Twenty-three applicants for the second officers' training camp will be examined here Sunday afternoon in the office of Dr. H. Y. Bell, according to word received yesterday from Captain Patton at Fort Lawton by B. H. Rhodes, chairman of the local committee that recommended applicants. Fifteen Centralians applied for admission to the camp, but all were not accepted. Among those accepted subject to the examination were Warren O. Grimm and Arthur H. Ward, local attorneys, and Dr. D. C. Crocker.

"Revolutionist" Is Released.

EUGENE, Or., July 25.—(Special.)—John Meek, whose propaganda approached that of the I. W. W. advocating a revolution of the social and business systems of the country, arrested in Eugene Monday, was released last night, after a large quantity of his literature had been destroyed. Meek is a one-legged man and is traveling about in a wagon on which there is a large sign reading "Buttermilk."

Jails Too Full for Citizen.

KLAMATH FALLS, Or., July 25.—(Special.)—A fine of $300 and costs and imprisonment in jail for 30 days is the sentence imposed by Justice of the Peace E. W. Gowen, of this city, upon "Jimmy Joe" Joseph for bootlegging. While the city and county jails are so full of I. W. W., Joseph is at liberty on his own recognizance.

George Simpson to Act for Judge.

VANCOUVER, Wash., July 25.—(Special.)—During the absence of Judge R. H. Back, of the Superior Court of Clarke County George B. Simpson will act as court commissioner. Mr. Simpson returned today from Boston, Mass., where he was delegate to the National convention of Elks, representing Vancouver Lodge No. 823.

North Bend Junk Dealer Held.

NORTH BEND, Or., July 25.—(Special.)—The District Attorney, John F. Hall, has secured an order for the detention of Sol Gardner, a junk dealer, on a charge of having purchased stolen goods knowingly. Brass castings and other new material found about his premises are said to have been stolen by boys here and in Marshfield.

Eugene Barbers Strike.

EUGENE, Or., July 25.—(Special.)—Journeymen barbers in Eugene went on a strike this morning because their demand to change the opening hour for shops from 7:30 to 8 A. M. was rejected by the proprietors. All union barber shops in the city are affected by the strike.

Marine Notes.

W. B. Wiggins, of the Broughton & Wiggins Navigation Company, went to St. Helens yesterday to inspect the new steamer Ernest H. Meyer, whicharrived Tuesday on her maiden voyage. It is the first ship the company controls and the directors are interested in her initial cargo, as in every other respect she has fulfilled expectations.

Engines for the auxiliary schooner City of St. Helens, which is ready to receive them at the plant of the St. Helens Shipbuilding Company, have been shipped from New York, where they arrived recently from Sweden. The work of installation will be expedited so the vessel will be in commission in a few weeks. The St. Helens is the third five-master of the McCormick fleet and still another of the type has been started at St. Helens.

On discharging general cargo at Couch-street dock last night, the steamer Klamath got under way for St. Helens and will load a lumber cargo there for Southern California.

That the Portland-Astoria-Megler trade is crowding facilities of the O.-W. R. & N., is reported by W. D. Wells, Portland agent, who recently assumed responsibilities of the river vessels as well as the liners of the San Francisco & Portland Steamship Company.

Coming to load shipbuilding material for the Rolph yard at Eureka, the barge Charles R. Kinney arrived in the river yesterday, towed by the tug Arctic. The barge Isaac Reed is loading the same class of material here.

Seattle sources have it that the former cruiser Boston, which was stationed here for a few years as training ship for the Oregon Naval Militia, is rapidly being changed into a merchantman at the plant of the Seattle Construction & Drydock Company. She is yet owned by the Government and will be used for freight purposes. Captain John F. Blain, district officer of the Emergency Fleet Corporation, appears as her master.

Captain Julius Allyn is again "doing his bit" as secretary of the Columbia River Pilots' Association, after a siege in the hospital and recuperating at home for the past few weeks.

Under the direction of United States Inspectors of Steamvessels Edwards and Wynn the O.-W. R. & N. steamer Nahcotta was inspected Tuesday at Astoria.

Henry W. Sandmeyer, a special agent of the Department of Commerce, is in the city to begin taking a census of vessels controlled here.

Notice to Mariners.

The following affects aids to navigation in the Seventeenth Lighthouse District:

Columbia River—Above mouth of Willamette River—Gary Island light, reported temporarily discontinued, was relighted July 17.

Puget Sound—Port Orchard-Waterman Point light reported as extinguished July 24. To be relighted as soon as practicable.

ROBERT WARRACK,
Lighthouse Inspector.

Tides at Astoria Thursday.

High.	Low.
5:10 A. M.....5.6 feet	10:46 A. M....2.3 feet
5:29 P. M.....7.7 feet	

Columbia River Bar Report.

NORTHHEAD, July 25.—Condition of the bar at 5 P. M.—Foggy; wind, northwest, light.

WAGE SCALE RISES

Oregon River Fleet Engineers Ahead of Puget Sound.

OFFSHORE IS TO ADVANCE

Demand for Tonnage of All Kinds Is Keeping Every Man Actively Employed on Ocean Routes. Some Have Entered Navy.

Advances in wages granted engineers on Puget Sound steamers, amounting to about $5 a month and which become effective August 1, will have no bearing on the Willamette and Columbia River fleet, owners here having increased the scale May 1 through the payment of $5 more a month to assistant engineers and $10 a month to chief engineers.

Delegates from Pacific Coast cities, representing the Marine Engineers' Mutual Benefit Association, met at Seattle last week in annual session, and one result is expected to be an advance in the scale for engineers on steam schooners, liners along the Coast and American steamers operating offshore. The 1916 convention was held at Portland.

George T. Goodell, secretary of the Portland branch of the association, was a delegate to the Puget Sound gathering, and is expected home in a few days. Changes agreed on at the convention will be submitted to steamship companies, and, as the association has been accorded consideration in the past in such matters, it is not doubted they will obtain benefits this time.

As to strictly Puget Sound steamers, it is said most of the men belong to the association, the same as outside engineers, but on the Willamette and Columbia rivers those engaged on sternwheel steamers do not hold memberships, as a rule, though men on some of the tugs are enrolled.

The fact that all engineers in the association are licensed men, holding tickets issued by the Federal Government, gives the organization standing among transportation corporations. At present the demand for tonnage of all kinds is keeping every man actively employed on ocean routes, while some of them have accepted berths on auxiliary schooners, where heavy oil engines are used. In addition more men have entered the Navy because of the war, while others of the engineers, as well as firemen and oilers, have been listed in the Navy reserve to be called on in emergencies.

ADMIRAL CAPPS KNOWN HERE

Successor to Goethals Was With Helm Commission on Navy Base Trip.

Rear-Admiral Washington L. Capps, named by President Wilson to succeed Major-General Goethals as manager of the United States Shipping Board Emergency Fleet Corporation, and who has been chief constructor of the Navy, is known in Portland and at Astoria as having been a member of the Naval Base Commission that visited here early in the year at the head of which was Admiral Helm. They are the men who recommended the establishment of a base at Astoria.

In addition, there are men identified with the steel shipbuilding industry at Portland who have known Admiral Capps for years, in the days when he was assigned to inspect Navy ship construction at San Francisco. He is rated a highly capable officer, having an extensive knowledge of construction matters and one who invariably interpreted specifications in a reasonable way, a trait that won him regard with builders, who customarily look for great masses of red tape on Navy work.

GAMECOCK TO LOAD LUMBER

Former German Vessel Not to Be Sent to Allied Port.

It was reported on the waterfront yesterday that a change had been made in charter arrangements for the bark Gamecock, ex-German bark Arnoldus Vinnen, and that she would probably be loaded with lumber for a Pacific port controlled by one of the allied powers. That, coming after the ship had been held up since July 3 through orders from Washington, is regarded as indicating the Shipping Board changes have opened the way for prompt movements.

The bark Dreadnought, ex-German bark Kurt, is awaiting additional orders. Unofficial talk is that the vessels will be used only in the trade between the United States and ports of the allies on the Pacific side, none being sent to neutral harbors. The Red Jacket, ex-German bark Dalbek, is already in service on the high seas and, with a settlement of the Shipping Board controversy in sight, all others ready along the Coast will probably soon be under way.

WAIRUNA IS 30 DAYS OVERDUE

New Zealand Steamer Bringing Rich Cargo to United States.

SAN FRANCISCO, July 25.—The trans-Pacific steamer Wairuna, with a rich cargo, is 30 days overdue from New Zealand, agents of the Union Steamship Company, her owners, announced here today. Company officials expressed belief that she was disabled and drifting.

The Wairuna is of 1904 tons net register and carried a crew of about 40 men. She left Auckland, New Zealand, May 31. The course from Auckland is seldom taken, most steamers sailing from Wellington, and it was said that the vessel might drift for months without being sighted.

"We believe the Wairuna is drifting with a disabled propeller and eventually will be picked up," said Reginald Back, resident agent of the company. "We do not think she is lost. She was not in the path of the great gale which swept the Southwest Pacific recently. The British Admiralty is looking for her. She carried flax, gum and other New Zealand products."

ELEVATOR SITE UP TODAY

Session Held Yesterday Ends Without Decision as to Property.

Whether it is a deadlock between the members as to the prices asked or their inability to fix on one location from several offered is not generally known, but the Commission of Public Docks met again yesterday morning without making known a positive selection of a site for the 1,000,000-bushel grain elevator. The body will convene again this morning in regular session with no more encouraging prospects that the matter will be closed.

Hayden Island was offered to the Commission yesterday, it being reported the price was $750 an acre. The island is located in the Columbia River, above the mouth of the Willamette. There is talk being indulged in that that property may be taken principally for the elevator and not so much for additional water terminal facilities, the latter being held so a larger tract may be taken later for that development exclusively.

M'EACHERN PLANT EXPANDING

Two More Building Berths Going in to Meet Government Demands.

Say nothing and saw wood is the policy of the McEachern Ship Company, at Astoria. Ed Wright, general manager, was in the city yesterday and his silence as regards Government contracts was stoical. He admitted there was wood being sawed in getting material placed for two additional ways, which will give the yard a total of seven building berths.

Ships originally laid down for A. O. Andersen & Co. are being gotten out of the way with dispatch, so the plant will have as many free berths as possible to devote to the Federal steamers. Wilson Bros., at Astoria, are going ahead with the task of enlarging their plant facilities and, unless the changes in the Shipping Board's personnel hold up negotiations for a period, both yards no doubt will have keels down in a few weeks.

ENGINEERS GET WAGE RISE

Puget Sound Steamboat Owners Agree to New Scale.

TACOMA, Wash., July 25.—(Special.)—Wage increases averaging approximately $5 per month were agreed upon by representatives of the Marine Engineers' Benefit Association and owners of steamboats operating on Puget Sound at a meeting held yesterday.

There was no dispute between the employers and their men. For the employers, Joshua Green represented the passenger carriers, Captain H. Ranwell the towboats, Captain Hinckley the island carriers and F. H. Marvin the freight carriers. W. B. Jackling, Puget Sound executive head of the engineers; Edward Hare, Frank Fox and William Far acted for the employes.

The scale becomes effective August 1 and the term of the agreement is 18 months.

WORK ON GRAIN BINS RUSHED

Excavation for Elevators at Astoria About Completed.

ASTORIA, July 25.—(Special.)—The excavation at the Port of Astoria grounds for the new million-bushel bulk grain bins is about complete and work is in progress driving the foundation piling. Contractor Houston will shortly put on three shifts to keep the work moving while the good weather lasts.

George F. Rodgers, who leased the shore line at Pier 2 for a shipbuilding yard, has a crew of men at work clearing the grounds for the four marine ways. It is understood that Mr. Rodgers has several contracts for wooden vessels.

VANCOUVER PLANT ENLARGED

Lifeboat Works Found Too Small to Meet Demand.

VANCOUVER, Wash., July 25.—(Special.) — The Motorboat Construction Company, which has a plant near the Du Bois Lumber Company's waterfront on the Columbia River, has started work building life boats.

So many orders have been procured by this concern that already its plant is being enlarged and a building 50x150 feet in size is being added.

Supplies Sent Alaskan Schools.

SEATTLE, Wash., July 25.—The power schooner Bender Brothers sailed for Point Barrow and other Arctic settlements tonight, carrying supplies for the Government schools. Frank M. Gwin and wife, the only passengers, will be landed at Goodnews Bay, Bering Sea, where they will take charge of a Government school among the Eskimos, and also look after a reindeer herd.

Pacific Coast Shipping Notes.

COOS BAY, Or., July 25.—(Special.)—The steamship Breakwater arrived last night from Portland and sailed for San Francisco and Eureka this afternoon, carrying shingles and shooks from North Bend.

The steamer Adeline Smith sailed from the upper bay for San Francisco with lumber from the Smith mills.

GRAYS HARBOR, Wash., July 25.—(Special.)—The steamer Chehalis arrived from San Francisco with a cargo of 556 tons of general merchandise. This is the largest freight cargo from the south received this year.

The steamer Robert Sudden cleared for California ports with 1,500,000 feet of lumber.

The steamer Fair Oaks arrived last night and is loading at the National mill, Hoquiam.

ASTORIA, Or., July 25.—(Special.)—The barge Charles B. Kenney arrived today from Eureka in tow of the tug Arctic, and will load lumber at Westport. The tug will sail for Seattle tomorrow.

Bringing a cargo of fuel oil for Astoria and Portland the tank steamer Washtenaw arrived from California.

The steamship Northern Pacific arrived from San Francisco bringing a heavy cargo of freight and a fair list of passengers.

Carrying a full cargo of lumber from the Hammond mill the steam schooner Santiam is to sail for San Pedro.

SEATTLE, Wash., July 25.—(Special.)—The auxiliary schooner Weregeland, launched at Olympia Saturday, has been fixed to take a cargo, presumably lumber, to Australia as soon as she is completed, according to Captain L. T. Poulsen, representing her Norwegian owners here.

The power schooner Bender Bros. is scheduled to get away late tonight or early tomorrow for the Kuskowim River and Goodnews Bay, the latter an Arctic Ocean point. Mr. and Mrs. Frank M. Gwin, school teachers in the service of the United States bureau of education, are passengers.

The steamer Mariposa brought 15,000 cases of salmon and 800 tons of copper ore from Alaska, while the Admiral Farragut also had 15,000 cases of salmon and a ton of gold bullion in addition, the latter being from the Treadwell mine. A. W. Milrote has repurchased the barge Bangor, which was sold at auction by the Federal officials today. The price was $7500.

The Frances L. Skinner, formerly the Kosmos liner Senostris, finished loading today. She is commanded by Captain H. J. Lapzaik, and this is her first cargo carrying voyage since she was wrecked off Guatamala in 1907. She is under charter to H. F. Ostrander.

SAN FRANCISCO, Cal., July 25.—(Special.)—The old steamer Arcata changes hands again today when H. A. Lanine sold her to Captain A. E. Reed, at terms not made public. Lanine purchased the vessel a few weeks ago from Oliver J. Olson, after she had reposed apparently useless for many years in the Oakland Creek boneyard.

Movements of Vessels.

ASTORIA, July 25.—Arrived at 11.40 A. M. and left up at 12:30 P. M., steamer Washtenaw, from Port San Luis; at 12:30 P. M., barge Chas. B. Kenney, in tow of tug Arctic, from Eureka. Arrived at 1:30 P. M., steamer Northern Pacific, from San Francisco.

SAN FRANCISCO, July 25.—Arrived at 8 P. M., steamer Great Northern, from Flavel. Sailed at 3 P. M., tug Hercules, for Columbia River.

ASTORIA, July 24.—Sailed at 6:30 P. M., steamer Daisy Putnam, for San Pedro.

SAN FRANCISCO, July 24.—Arrived at 7 P. M., tug Hercules, towing log raft, from Columbia River.

COOS BAY, July 24.—Arrived—Steamer Breakwater, from Portland for San Francisco.

SEATTLE, Wash., July 25.—Arrived—Steamers Dispatch, from Southeastern Alaska; Mariposa and Admiral Farragut, from Anchorage; Prince Rupert (British), from Skagway; power schooner Ruby, from Bethel. Departed—Steamers City of Seattle, for Southeastern Alaska; Prince Rupert (British), for Prince Rupert; barge Acapulco, for San Francisco.

Phone your want ads to The Oregonian. Main 7070, A 6095.

STATE IS LOSING TAX

Insurance on Government Ships Wanted in Oregon.

STRONG PROTEST IS MADE

Commissioner Wells Telegraphs Congressmen of Plan of Fleet Corporation to Pay Premiums to Home Offices.

SALEM, Or., July 25.—(Special.)—Insurance Commissioner Wells today sent telegrams, followed up by letters, to all the members of the Oregon delegation in Congress protesting against the carrying out of a plan of the Emergency Fleet Corporation to place all builders' risk insurance on vessels under construction for the Government directly with the home office of insurance companies.

State Deprived of Taxes.

In his letter and telegram, Mr. Wells says:

This letter serves to confirm a telegram that I sent to you under this date reading as follows:

"I am informed that the Emergency Fleet Corporation proposes to place all builders' risk insurance on vessels under construction for Government direct with home office of insurance companies. This is contrary to the provisions of the insurance law of Oregon and detrimental to interests of our Oregon agents. It deprives our agents of income from such business and the state of taxes on such premiums.

"We respectfully request that you protest to this board against the placing of insurance except in compliance with the requirements of our law, and that all insurance contracts will be placed with agents in Oregon."

Regarding the above, I desire to explain the situation as follows:

Contracts Provide Insurance.

The shipping industry in Oregon, as you already know, is increasing rapidly and we find that these contracts given to the builders provide that insurance must be carried to the amount advanced to cover the work and there is a representative of the Emergency Fleet Corporation who passes upon all insurance contracts given to protect the Government in case that any of the ships are destroyed by fire or any marine hazard such as collision, sinking or stranding of any of the ships.

Now, it is estimated that the premiums paid by the builders in Oregon to marine insurance companies amount to many thousands of dollars and is not being placed with our regularly licensed agents or in many instances, it is reported not placed in companies authorized to transact business in this state.

Other Companies Unauthorized.

I am enclosing herewith a list of the marine incurance companies that are legally authorized to transact business in this state. All other companies transacting marine business in this state are classed as unauthorized and have no legal standing.

This department is not only interested in seeing that the Oregon agents receive their commission on the business, but also that this state receives its tax upon the premiums and we feel that if this was called to the attention of one person passing upon all ship building contracts in Oregon, he would select any company that is not legally authorized to do business in that state and I assure you that the insurance department will feel deeply under obligations to you for any assistance that you can render in protecting this state in the loss of this insurance tax and assisting the agents to secure the business that rightly belong to them.

COAST WAYS BEING UNCOVERED

Company Provides Shelter for Men Against Unfavorable Weather.

Preparedness for Winter safeguards is prompting the Coast Shipbuilding Company, in South Portland, to adopt all plans for the plant in advance of laying the first keel, so the work of erecting sheds over the ways is to be completed before laying down a ship. It is reasoned that progress will be much faster on the sheds if the carpenter force is not hampered by men laboring on the hulls. Also the sheds will have a large beam running the full length, on which will work a conveying gear for carrying all timbers, a method that is expected to eliminate much staging in addition to other advantages.

At the same time sawyers are engaged in cutting frame material, keelsons have been scarfed and other stuff turned out, so once the keel is placed the company will be in position to try for a record as to speed.

CLASSIFIED AD. RATES

Daily and Sunday.

	Per line
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad six or seven consecutive times	56c

The above rates apply to advertisements under "New Today" and all other classifications, except the following:

Situations Wanted—Male.
Situations Wanted—Female.
For Rent Rooms—Private Families.
Board and Rooms—Private Families.
Housekeeping Rooms—Private Families.

Rates on the above classifications are 7 cents a line each insertion.

Serious errors in advertisements will be rectified by republication without additional charge, but such republication will not be made where the error does not materially affect the value of the advertisement.

"City News in Brief" advertisements must be presented for publication for The Sunday Oregonian before 4:30 o'clock Saturday afternoon—for other days' publication before 8:30.

The Oregonian will accept classified advertisements over the telephone, provided the advertiser is a subscriber of either phone. No price will be quoted over the phone, but bill will be rendered the following day. Whether subsequent advertisements will be accepted over the phone depends upon the promptness of payment of telephone advertisements. "Situations Wanted" and "Personal" advertisements will not be accepted over the telephone. Orders for one insertion only will be accepted for "Furniture for Sale," "Business Opportunities," "Rooming Houses" and "Wanted to Rent."

AUCTION SALES TODAY.

At Baker's Auction House, Masonic Temple bldg., Yamhill and W. Park sts. Furniture, etc. Sale at 10 A. M.

MEETING NOTICES.

AL KADER TEMPLE, A. A. O. N. M. S.—Stated session Saturday, July 28, at 8 P. M., Masonic Temple, West Park and Yamhill streets. Visiting nobles cordially invited. By order of the potentate.

HUGH J. BOYD,
Recorder.

SUNNYSIDE LODGE No. 163, A. F. AND A. M.—Special meeting this (Thursday) evening, at 8 P. M. M. M. degree. Degree will be conferred by employes of S. P. R. R. Refreshments. Order of W. M.

E. M. LANCE, Sec.

ONEONTA TRIBE, NO. 2, I. O. R. M.—Regular meeting tonight (Thursday). Selling-Hirsch building, 386½ Washington st., 8 o'clock sharp. 2d degree. All Redmen welcome.

ROBERT S. COE, JR.

THE MACCABEES, PORTLAND TENT, NO 1.—Regular review this (Thursday) evening, at hall, 409 Alder street. All members urged to be present.

GEO. D. BAKER, R. K.

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.

DIED.

M'DONALD—In this city, July 25, Mary A. McDonald, of Barnes Road, aged 80 years. Beloved wife of R. McDonald; mother of Jean McDonald. Remains are at Holman's funeral parlors. Announcement of funeral later.

POTTER — At the residence of her son, George Potter, Clackamas, Or., July 25, Mary Potter, Oregon pioneer of 1852, aged 87 years. Announcement of funeral later by the Holman Undertaking Company.

ADAMS—July 25, Mrs. Hattie Adams, aged 45 years. Remains at Dunning & McEntee's parlors. Notice of funeral later.

M'KENZIE—July 24, Henry C. McKenzie, aged 65 years. Remains at Dunning & McEntee's parlors. Notice of funeral later.

FUNERAL NOTICES.

PARKER—At his late residence, No. 2121 East Stark st., July 24, John Britton Parker, aged 77 years, husband of Rebecca Parker, of this city, and brother of Caroline Yeoman, of Bellingham, Wash. The funeral services will be held at the residence, 2121 East Stark st., today (Thursday), July 26, at 2 P. M. Friends invited. Interment in Multnomah Cemetery. F. S. Dunning, Inc., funeral directors.

BIRD—At Gaston, Or., July 24, Millard Fillmore Bird, aged 62 years, late of 248 Stanton st., husband of Mrs. Lydia J. Bird, father of Maxine L. Bird, Mrs. B. B. Thomas, Raymond J., Ross L., and H. M. Bird, of this city. The funeral services will be held today (Thursday) at 1 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Incineration at Portland Crematorium.

GARRISON—July 24, at the residence, 471 Flint st., Adeline C. Garrison, aged 27 years, beloved wife of Albert Garrison, daughter of Mrs. Augusta Matthes, sister of Mrs. W. A. Mumper, G. R., J. C., E. A., L. C., F. B., W. A. and J. L. Matthes. Remains at Dunning & McEntee's parlors, from where they will be shipped to Salem, Or., today (Thursday), July 26, at 8:30 A. M., via Oregon Electric.

BENSON—The funeral services of George Lute, aged 8 years 3 months and 8 days, beloved son of Mr and Mrs. John Benson, of 645 Indiana street, will be held from R. T. Byrnes' residence parlors, 901 Williams avenue, at Mason street, today (Thursday), July 26, at 11 A. M. Interment at Rose City Cemetery. Friends invited.

HANSEN—In this city, July 24, Florence Maine Hansen, aged 47 years, wife of Peter S. Hansen, of 1822 East Morrison st. The funeral services will be held Saturday, July 28, at 10 o'clock A. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Interment at Greenwood Cemetery.

HARRIN—July 24, Mary Harrin, aged 80 years, beloved sister of John Harrin. Funeral will take place from Dunning & McEntee's chapel today (Thursday), July 26, at 8:30 A. M., thence to the Cathedral, where mass will be offered at 9 o'clock. Friends invited. Interment Mt. Calvary Cemetery.

OLSTON—The funeral services of the late Dagna Olston will be held tomorrow (Friday), July 27, at 3 o'clock P. M., from the residence funeral parlors of Walter E. Kenworthy, 1532-1534 East Thirteenth street, Sellwood. Friends invited. Interment Milwaukie Cemetery.

BELL—In this city, July 24, 1917, Thomas J. Bell, a Civil War veteran, age 93 years. Funeral services today (Thursday), July 26, from R. T. Byrnes' residence parlors, 901 Williams at Mason street, at 1:30 P. M. Friends and comrades invited to attend.

WILLOUGHBY—The funeral services of the late James Milton Willoughby will be held today (Thursday) at 4 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Interment at Cambridge, Idaho.

FIKE—The funeral services of the late Adam J. Fike will be held today (Thursday), at 2:30 o'clock P. M., at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Friends invited. Interment at Mt. Scott Park Cemetery.

AMUSEMENTS.

BAKER THEATER ALL THIS WEEK
Nights 50c to $2; Sat. Mat. 50c to $1.50.
BRIGHTEST AND SMARTEST OF ALL MUSICAL COMEDY HITS
VERY GOOD EDDIE
Just as Presented All Year in New York. Great Cast, Fascinating Music. Original Swagger Fashion Chorus.

PANTAGES
MATINEE DAILY 2:30
"OH, PLEASE, MR. DETECTIVE."
With Bobby Woolsey, Betty Evans, Hudson Freeborn and a Big and Pretty Chorus.
6—OTHER BIG ACTS—6
Three performances daily. Night curtain at 7 and 9.

OAKS AMUSEMENT PARK
CHAT NO. 55
REWARD! REWARD!
Any one finding a plot in next week's play in the Auditorium, "Abie's Night Out," will return it to the office and receive a reward. This musical play, in which the Ginger Girls take a prominent part with new songs, newer costumes and newest dances, has been constructed by Mr. West purely for laughing purposes. Sunday will be one of the biggest treats ever offered our patrons as a free attraction. We have arranged with the Fisk Jubilee Singers to give two concerts—one in the afternoon and one in the evening. No further comment is needed, for every Southerner in our midst will tell every one how dear and lovable are those lilting negro melodies as sung by these natural human musical instruments found only in the throats of the African descendant. What memories "Golden Slippers" brings to the mind—and the happy thoughts that come back when the words and melody of "Feasting on Milk, Honey and Wine" are joyously sung by this aggregation.
There's always something different—always something new at the Oaks—and whether you come alone or with a friend or a society or club you're sure of a good time.
On Saturday we are proud to say that we are to have as guests the G. A. R. on their annual outing and among other organizations will be the members of the South Dakota Society; but there is room for thousands in this—the playground of Portland—so come along, have a free swimming lesson between 1 and 2 o'clock and dance in the evening to the best Jazz music that ever made your feet twitch in harmony.
John F. Cordray.
Saturday, August 18—the biggest night the Oaks ever had.

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

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Multnomah at Seventh St.

J. P. FINLEY & SON.
Progressive Funeral Directors.
Private Drive—Women Attendants.
MONTGOMERY AT FIFTH.
Main 9. A 1899.

DUNNING & M'ENTEE, funeral directors, Broadway and Pine street. Phone Broadway 430, A 4658. Lady attendant.

F. S. DUNNING, INC.
THE GOLDEN RULE UNDERTAKERS.
414 East Alder street. East 52, B 2525.

BREEZE & SNOOK Belmont at 35th. Tabor 1258.

A. R. Zeller Co. 592 Williams Ave. East 1088, C 1088.

SKEWES UNDERTAKING COMPANY, 3d and Clay. Main 4152, A 2321. Lady Attendant.

MR. AND MRS. W. M. HAMILTON—Funeral service. 1973 E. Gilsan. Tabor 4313.

ERICSON Residence Undertaking Parlors, 12th and Morrison sts. Main 6133, A 2233.

P. L. LERCH, East 11th and Clay streets. Lady Attendant. East 781, B 1888.

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CLARKE BROS., Florists, 287 Morrison st. Main or A 1805. Fine flowers and floral designs. No branch stores.

TONSETH FLORAL CO., 285 Washington st., bet. 4th and 5th. Main 5102, A 1161.

MAX M. SMITH, Main 7215, A 2121. Selling bldg., 6th and Alder sts.

CREMATORIUMS.

MOUNT SCOTT PARK
Cemetery and Crematorium
Tabor 1468. D 61.

MONUMENTS.

PORTABLE MARBLE WORKS, 264-266 4th st., opposite City Hall. Main 8564. Phillip Neu & Sons for memorials.

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THIRD AT MADISON STREET.

OREGON HUMANE SOCIETY
Office, Room 153 Courthouse, 5th-St.
Phone from 8 to 5 Main 378, Home Phone A 2525. Night call after office hours, Main 270.
Report all cases of cruelty to the above address. Electric lethal chamber for small animals. Horse ambulance for sick and disabled animals at a moment's notice. Anyone desiring a dog or other pets communicate with us. Call for all lost or strayed stock, as we look after all impounding. There is no more city pound, just Oregon Humane Society.

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FOR SALE
Broadway at N. W. cor. E. 17th st., the center of Irvington. 100x100 and modern home. See owner upon the premises or at his office, 701 Board of Trade Building, for an except