To have a new strut shipped, the new motorship Mount Hood, built by the Supple-Ballin Shipbuilding Corporation, will be shifted from the yar dto the St. Johns dry-

Crews of vessels passed yesterday by Lieu-tenant Gandy, U. S. N., boarding officer here, as being supplied with certificates of nationality were those of the Beaver, Shasta, Santiam and Barge No. 91.

Movements of Vessels.

SAN FRANCISCO, Dec. 13. - Arrived-Steamer J. A. Chansler, from Portland.

SAN FRANCISCO, Dec. 13. — Arrived—Steamers J. A. Chanalor, from Astoria; Hardy, from Coos Bay: Northiand, Capt. A. P. Lucas, Admirai Farragut, from Seattle, Salled—Steamers Avalon, for Aberdeen;

TACOMA, Wash. Dec. 12.—Arrived—Steamers Admiral Evans, from Alaska; Sinaloa, from San Francisco; Matequi, from British Columbia; Quadra, from British Columbia, Departed—Steamers Admiral Wain-Kright, for Seattle; Niels Nielson, for Seattle; Matsqui, for British Columbia; Quadra, for British Columbia.

U. S. Naval Radio Reports.

Columbia River Bar Report.

Tides & Astoria Friday.

savings certificates will prove highly acceptable as Christmas presents.

Alumni to Have Dance.

Olson, Ray Clifford, Elizabeth Schmidt

Read The Oregonian classified ads.

20 Salespeople for

Men's Furnishings

12 Salespeople for

Stationery

8 Salespeople for

Handkerchiefs

4 Salespeople for

Silverware

10 Salespeople for

Jewelry

We invite all our

former employes to

come prepared to go

to work this morning.

and Lois Humphries

The Benson Polytechnic Alumni met

Wapama, fer Astoria.

BUILDING OF WOOD SHIPS TO CONTINUE

More Contracts Are to Be Placed.

WORK IS MERELY DELAYED

Senator McNary Is Assured of Government Support for Wood Construction-Yards May Also Build for Allies.

OREGONIAN NEWS BUREAU, Wash ington, Dec. 12 .- It is the declared purpose of the reorganized Shipping Board to contract for more wooden construction is to be delayed two or three months. This, in a nutshell, was the information given Senator McNary today during an hour's friendly con-sultation with Chairman Hurley and Mr. Heyworth, of the Shipping Board, the latter in charge of wood ship co

cials there was much dissatisfaction in Oregon because shippards could not get contracts with the Shipping Board and could not get authority to build for the allied governments. Mr. Hey-worth said he was a firm believer in the wood ship, he realized that stee yards cannot turn out enough ships to meet the demands of the Governmen and that steel ships will have to be augmented by smaller vessels of wood. Wooden Ships in Demand.

The fact that Great Britain and France are anxious to contract in this country for 200 wood ships each, tha Italy wants 100 and Japan 80, Mr. Hey worth said, is the best evidence of the value of wood ships, and so long as the American ship building programme is not being interfered with, he said, there was no sound reason why American ship builders should not be permitted to build for these allied govern-

Mr. Heyworth declared he had found so much evidence of juggling of old wood ship contracts; so much delay growing out of the inability of some contractors to fulfill their contracts and so much subletting and confusion that it has been decided to hold back the award of more wood ship contracts for two or three months, until the Board can determine positively what bidders are competent and what are not and when this information is acquired responsible yards will be given contracts to build either for the Ship-ping Board or for any of the allied governments. He declared it the height of folly for the Shipping Board to with-hold contracts from responsible yards and at the same time deny them the right to build for the allies.

Machinery Makers Encouraged. In reference to the installation of eachinery in wood hulls that are being built on the Pacific Coast, Senator Mc-Nary pointed out not only the injustice, Nary pointed out not only the injustice, but the danger of towing hulls from the Columbia River to Puget Sound or Mare Island Navy-yard, and said machinery for those hulls should be installed on the Columbia Mr. Heyworth agreed and said full opportunity would be given Portland and Columbia River to given Portland and Columbia River dered purchased yesterday. be given Portland and Columbia River concerns to establish their ability to do this work and to bid and if they show they can handle these contracts they will get the awards.

WENTWORTH MAY BE NAMED

President of Portland Lumber Com-

pany Slated as Shipping Officer. OREGONIAN NEWS BUREAU, Washington, Dec. 13 .- Lloyd J. Wentworth Portland, is slated for appointment as district officer of the Shipping Board in charge of the new Oregon district. An assistant will be named, who is versed in steel ship construction.

Appointment of Lloyd J. Wentworth president of the Portland Lumber Company, and who has acted as the direct representative of the Emergency Fleet Corporation here since organization was completed by General Goethals, is

HE Lord helps those who help themselves" can be applied to the business of real estate selling, and applied most successfully, despite the wails of the "office brigade" that the market is stagnantabsolutely nothing doing.

H. R. Burke, Northwest manager for the Royal Insurance Company, who has just been transferred to San Francisco and a larger field, found a particularly active market when he turned realty salesman to dispose of his handsome Laurelhurst home before departing for California.

Of course Mr. Burke didn't content himself with putting a "for sale" sign on the house, assuming an attitude of superoptimism and put the matter entirely up to the house-name it exclusive sales agent for itself.

What he did was to buy 16 inches of advertising space in The Oregonian, place therein a picture of his house, and a selling talk calculated to impress

his prospective buying public. The result of this ad-one insertion in but one paper, The Oregonian-was a sale to Dr. W. A. Howard, a capitalist who chose Portland as his home after making a tour of inspection up and down the Pacific Coast. Mr. Burke had numerous inquiries for his home, many of them from the merely curious, but there were three live prospects, and Dr. Howard beat the others

There is a market for real estate if Mr. Seller will but make an effort to meet Mr. Buyer. Just such experiences as that of Mr. Burke prove the efficacy of applications of that first-line

expected to be officially named in day or two to have charge of the Ore-gon district. The state and the north bank of the Columbia River are to be included in one zone, instead of being part of the Northwest district, which at present takes in Oregon and Washing-

ton, with headquarters at Seattle, in charge of Captain John F. Biain. Strong representations have been made at Washington for the appointment of Mr. Wentworth, who, while at Federal Shipping Board Says present in a receptive mood, has not sought the responsibility and consented to serve only after urging by ship-building and commercial interests.

DAY IS SAVED FOR BEANS

Government Lifts Ration From Under Ban of Licensed Imports.

Beans, the old Army beans on which Beans, the old Army beans on which the American forces have fought in all their combats, the food with the stay-ing qualities for troops in the field and by many seasoned soldiers looked upon as standbys of the service as much as the traditional Army mule, will be admitted to the United States as Imports without lesense and from as imports without license and from any country. The designation of this lone commodity as free from the exactions of the new import license rule carries with it only one provision; that is, beans must be inspected under the

provisions of the pure-food law.

News of the change in import regulations reached the Custom-House yesterday. It caused a smile at first, then Deputy Collector Pike gave vent to a regular laugh, as he recollected the connection between beans and the ships for the United States Government and to permit American yards not engaged on Government contracts to build wooden ships for the allied governments, our resumption of wood ship or the delayed two or connection between beans and the Army. It has not been noted the Commissary Department is shy on that entree of the ration list, but evidentify under the connection between beans and the Army. It has not been noted the Commissary Department is shy on that entree of the ration list, but evidentify the connection between beans and the Army. It has not been noted the Commissary Department is shy on that entree of the rational properties and the Army. It has not been noted the Commissary Department is shy on that entree of the rational properties and the Army. It has not been noted the Commissary Department is shy on that entree of the ration list, but evidentify the properties of the connection between beans and the Army. It has not been noted the Commissary Department is shy on that entree of the ration list, but evidentify the properties of the connection between beans and the Army. It has not been noted the Commissary Department is shy on that entree of the ration list, but evidentify the properties of the connection between beans and the connection beans are connected by the connection beans and the connection beans are connected by the connected by the

Senator McNary today told these offi- NORTH BEND WILL NOTE LAUNCH-ING OF FIRST SHIP.

> Entire City to Join With Builders fa Celebrating Occasion-Red Cross Dance to Be Feature.

NORTH BEND. Or., Dec. 13,-(Special.)-The entire city will be en fete Saturday on the occasion of the launching of the first wooden vessel built under direct contract from the Emergency Fleet Corporation at the Kruse-Banks shipyard nere. Patriotic addresses and songs, street demonstra-tions and illuminations and a dance in aid of the Red Cross war fund are some

of the features planned.

The owners of the yard are to receive a bonus of \$15,000 and every man employed by the company will be given \$10 to commemorate the event, which was made possible only by the hearty and loyal co-operation with their en

DOCKS WILL BE INCLOSED done in bridge yards and a considerable part of the labor would be performed by prisoners of war and unskilled help.

These yards, added Sir Eric, will pro-Commission Reports Progress on

Fifteenth street terminals, as requested by the Government, because of valuable freight being held there at times, the Commission of Public Docks has decided to inclose those properties with picket fences. The commission has safeguarded the docks in the past by the employment of sufficient watchmen and the installation of automatic

commission regarding progress made on the municipal elevator plant at St. Johns, where the property has been cleared, more than 200,000 cubic yards dered purchased yesterday.

PERSONAL MENTION.

Henry J. Biddel and Mrs. Biddel are A. J. Murray, of Wasco, is at the Nortonia.

A. A. Pelletier, of Astoria, is at the C. R. Fish, of Astoria, is at the Nor-

Wash., is at the Washington. F. A. Taylor and Mrs. Taylor, of Everett, Wash., are at the Washington. H. B. Baker, of Goldendale, Wash., is

at the Washington. A. B. Damon, of Centralia, Wash., is at the Washington

Jack Nelson, of Pendleton, is at the F. Springer, of Scappoose, is at the

C. E. Van Winkle, of Arlington, is at Wm. G. Kappel, of Forest Grove, is at the Perkins

E. A. Christensen, of Madras, is at C. M. Adams, of Slooton, Miss., is at the Multnomah Nels W. Miller, of Elk City, is at the

L. M. Weston, of Bend, is at the Imperial.
John R. Wheeler, of Weiser, Idaho, is at the Imperial.

R. D. Bridges, of Oakland, is at the Imperial. M. J. Murphy and Mrs. Murphy, of Anaconda, Mont., are at the Oregon. H. B. Rupert, of Salem, is at the

Tom Watson, wife and children, are at the Oregon. L. W. Sayres, of San Francisco, is at the Oregon.

W. Shateo, of Seattle, Wash., is at the Cornelius. Sherman Wade, of Salem, is at the Cornellus.

Mrs. F. Trow, of Rainler, is at the J. J. Ward and Mrs. Ward, of Hood River, are at the Cornelius. E. T. Hatton and Mrs. Hatton are at the Seward.

Spencer Wortman, of Salem, is at the Jack Tuggle, of Bonneau, Idaho, is

J. T. Day, of Victoria, B. C., is at Frank A. King and Mrs. King, of Moscow? Idaho, are at the Eaton.
Mr. and Mrs. C. E. Benjamin, of Montreal, are spending a few days in Portland at the Multnomah Hotel. Mr.

Benjamin is general passenger agent for the Canadian Pacific Railway. A. W. Fox and Mrs. Fox, of Spokane, Wash., are at the Eaton S. O. Percival, county clerk of Jefferson County, is registered at the Eaton from Madras.

H. A. Whitman and Mrs. Whitman, of Woodburn, are at the Ritz. Joe Green, of Pomeroy, Wash., is at the Ritz. C. A. Knapp, of Camas, Wash., is at

D. S. Kinney, of Tacoma, Wash., is at the Portland. Dewey Hill, of Independence, is at the Portland. G. C. Melandy and Mrs. Melandy, of Calgary, Alberta, are at the Portland. W. E. Tallaur, of Astoria, is at the

British Have Enough New Vessels to Overcome Losses.

BUILDING IS MORE BRISK

Sir Eric Geddes Reports Increase in New Tonnage and Diminution in Losses but Call for Still More Ships Is Voiced.

LONDON, Dec. 13 .- "The submarine. in my opinion, is held but not yet mas-tered," said Sir Eric Gedder, First Lord of the Admiralty, in the House of Commons today. "Our shipbuilding is not yet replacing our losses."

"Since November 1, when I made my last statement," Sir Eric continued, "the downward trend of mercantile marine losses has continued satisfactorily. The upward curve of merchant ship-building and the upward curve of destruction of enemy submarines have been equally satisfactory. I have no reason to doubt that all three will con-tinue satisfactory."

The First Lord said that if the counthe use of tonnage and set ships free for more urgent uses, if the English would follow the tradition of their race and put forth all their power, relaxing no effort to defeat the submarine, then the war could end only in victory. victory.

we must have saips, more saips, still more ships, and now I want the men to build them." Sir Eric added. He said the plans were made and the steel had been obtained and that unless he mistook the spirit of the country "there

will be an adequate response to the appeal for men."

Since June, said Sir Eric, there had since June, said Sir Eric, there had been only three torpedoed ships in home waters the salvage of which had been abandoned, and only one ship which it had been decided not to repair for the present. In June, 27 per cent of the total salved tonnage on hand was under repairs, while today 80 per cent was under repairs. per cent was undergoing the repairing process. Since August the output of ships repaired in drydock had increased 48 per cent and repairs affoat by 45 per

The First Lord described three new national shipyards which were being built on the river Severn. The first keels, he said, would be laid there during the early part of the year of a more highly standardized ship than had heretofore been undertaken. A great deal of the steel work would be

Grain Elevator Project.

To protect the East Washington and

The cost of the new yards, he stated, rould be £3,887,000. In the year 1913, continued Sir Eric, Great Britain launched 2,282,000 tons of ships, of which 1,320,000 tons was merchant tonnage. That, said the First Lord, was the highest output ever reached. If the output for December was as good as that in November, the tonnage launched this year, he sa would be equivalent to that of 1913.

Pacific Coast Shipping Notes.

on her recent southbound trip the master was directed to put into San Francisco and have his crew certified, but he failed to act according to instructions.

The tug Relief, towing the barge St. James, arrived this afternoon from San Francisco. The barge will load ship timbers at Portland and Westport for Eureka, while the Relief will sail tomorrow for Puget Sound to tow the lumber laden barge W. H. Kenney to Eureka. Captain Nolan, master of the tug, reports an exceptionally rough trip up the coast with high seas running.

High.

1:12 A. M.... 7.4 feet 6:33 A. M.... 4.1 feet 0:20 P. M.... 10.0 feet 7:37 P. M.... 0.7 foot set according to the same strength of the same strength of the same strength of the same second of the sam

running.

Laden with a full cargo of freight and a large list of passengers from Portland and Astoria, the steamer F. A. Kilburn sailed today for San Francisco.

The steam schooner Flavel, with a full cargo of lumber from the Hammond mill, sailed today for Eureka.

The steam schooner Johan Poulsen is due from San Francisco to load lumber at Westport.

the Alumna, en route from San Francisco for Portiand, sailed in this afternoon.

SEATTLE, Wash. Dec. 13.— (Special.)—
The firm of Thorndyke & Trenholme today purchased the new wooden steamship Holly-wood, sister ship of the steamer Rosewood, now on her malden voyage to San Francisco, from the Pacific American Fisheries Company, the builders, and when completed and outfitted it is estimated the deal will involve close to \$500,000.

The Hollywood is a wooden twin-screw vessel of 2200 tons gross register, with a dead weight carrying capacity of 5000 tons. She is built entirely of Washington materials with the exception of her boilers, which were made in Wisconsin. She is now here having her engines installed, and will be delivered about January 10.

The Pacific Steamship Company announces the following changes in staff personnel additional to those of last week; R. E. McDonald becomes district freight and passenger agent at Los Angeles vice M. F. Cropley, transferred; F. C. Chase succeeds McDonald at San Francisco; W. M. Cfine goes to Los Angeles from Chicago, the latter office to be closed; F. J. O'Connor, for many years agent of the company at Nome, is named agent at Vancouver, succeeding S. B. Stocking, transferred to Seattle; H. P. Gallagher becomes agent at Juneau vice S. P. Ewing, resigned.

The steamship Spokane, recently on the rocks at Ido! Point, is proceeding to Servers.

S. P. Ewing, resigned.

The steamship Spokane, recently on the rocks at Idol Point, is proceeding to Stattle under her own steam, according to advices received here from Captain A. Storrs this afternoon.

SAN FRANCISCO, Dec. 13.—(Special.)—
A shortage of officers for motor, steam and sailing vessels going off shore is predicted by shipping men on account of the large number of navigators being called by the Navy for service on Government ships. Nearly all of the masters and first officers of ships sailing from this port are members of the Naval Reserves and must answer the call whenever made. Navigation schools conducted by the Federal Shipping Board are turning out new officers fast, but doubt is expressed along the waterfront whether there will be enough from the schools to take all the positions made vacant by the men going into the Government service.

Officers are being taken from offshore and coastwise vessels almost daily and sent to the Atlantic.

The steamship Cacique, which arrived Wednesday from the Atlantic with a large cargo, has been turned over by W. R. Grace & Co. to the Pacific Mail Steamship Company for a voyage to Fokohama, Kobe, Hongkong, Manila and other ports in the Orient. She will sail December 29 with about 10,500 tons of freight. The Cacique has accommodations for a few passengers.

The steamship Centralia arrived from Central American ports today with general cargo.

Shipping men have been notified by Fed-SAN FRANCISCO, Dec. 13 .- (Special.)

To carry monolula passengers, the Factor Mail Steamship Company was gradied per mission by the Federal Shipping Board yesterday to transport passengers to Honolulu on the steamship Venzuela, which sails Saturday for the Orient by way of Honolulu

In tow of the tug Samson, the barge C. A. Smith sailed for San Francisco and bay

Heating Californiaward, the liner Beaver, captain Rankin, passed out of the harbor resterday afternoon, laden with a capacity oad of freight with a throng of travelers Schooner Joseph Pulitzer to aboard.

On getting the last of her cargo of lumber aboard last night at the Inman-Poulsen mill, the steamer Shasta headed for sea. Sha took on part of the material at Rainler, having moved there Wednesday night.

In tow of the steamer Henderson, of the Shaver fleet, the auxiliary schooner Susanne is to leave from the Port of Portland drydock this morning for Astoria, where she will be taken in tow by the tug Oneonta for Grays Harbor.

To have a new strut shipped. Be Held for Service Here.

Port of Portland Commission Defers Action of Repairing 776 Feet of Sewer Located at Foot of

In tow of the tug Relief, the barge St. James arrived in the river yesterday from San Francisco to load lumber here for the Rolph shippard at Eureka. Repairs ordered aboard the Port of San Francisco reported yesterday that the schooler Forest Home, which is bound here from Melbourne with an underdeck cargo of wheat was sighted a week ago today in latitude 148 west, longitude 27 north. She has been at sea since September 10. has been at sea since September 10.

Maximum wind reported at North Head yesterday was 32 miles an hour from the south, which was recorded at 5 o'clock in the afternon. At noon the wind was 20 miles, from the southwest. The maximum at Tatoosh during the day was 42 miles, from the southwest. The maximum at Tatoosh during the day was 42 miles, from the southwest.

Accompanied by W. J. Grambs, of Seatle, in charge of schools in the Northwest, Professor A. E. Burton, director of the free nautical schools the Government maintains now throughout the United States, was in the city yesterday to inspect the Portland establishment.

Commissioner Kellaher appeared bevessel had started for early in October, but returned after being 52 days

ASTORIA, Dec. 13.—Arrived at 11 A. M.—Steamer Washtenaw, from Port San Luie. Sailed at 12:30 P. M.—Steamer F. A. Kilburn, for San Francisco, Arrived at 1;30 P. M.—Barge St. James in tow of tug Relief, from San Francisco. Craft May Be Needed Here. SAN FRANCISCO, Dec. 12.—The schooner Forest Home, from Melbourne for Portland, was reported December 7 148 west 27 north to the river, the Oneonta and Wallula, and it would be necessary to have the Pulitzer on which to carry pilots. To use her for fishing would require certain gan. HONOLULU, Dec. 12. — Arrived — Motor schooner City of St. Heiens, from Portland for 'Port Pirie. changes, it was said, and she would have to be restored again for piloting, while if she was allowed to go to Alaska her services might be needed before she returned, so it was deemed best to have her placed in serviceable condition now for emergencies SEATTLE, Dec. 13.—Arrived—Steamers F. S. Loop, D. G. Scofield, from San Francisco; Admiral Wainwright, Niels Nielsen, from Tacoma, Salled—Steamers Admiral Schley, for San Francisco; Amur, for Vancouver; Admiral Evans, for Tacoma.

Channel to Be Maintained

JUNEAU, for Cordova, 70 miles east of It was decided by the Commission to ssure Mr. Colt the Port would main ape Spencer.

ABLES, towing barge 91. Richmond for irays Harbor, 250 miles north of Richmond. JOHANNA SMITH, in tow of tug Defiance, oos Bay for San Francisco, 192 miles north f San Francisco.

plentiful because of the 6 per cent tax limitation law, it was hoped to find means when such an important industry was in need of a deep-water outlet. At the same time, it was pointed out, the 5 per cent limitation curtailed the south of Columbia River.

At the same time, it was pointed out, the 5 per cent limitation curtailed the 1918 estimate \$60,000, which meant the dredge Portland would have to be alided to the found the south of Columbia River.

Acknowledgment was received from the United States Shipping Board of an offer from the Commission of the an offer from the Commission of the use of the St. Johns drydock and the NORTH HEAD, Dec. 13. — Condition of he bar at 5 P. M.; Sea, moderate; wind, outh 32 miles. towage service in handling new vessels under construction. At the same time it was unofficially understood the Ship-ping Board had thrown out all bids of

Sewer Repairs Deferred. In a conference yesterday with C. N. by mail and the estimated cost of re-

a large list of passengers from Portland and Astoria, the steamer F. A. Kilburn salled today for San Francisco.

The steam schooner Flavel, with a full cargo of lumber from the Hammond mill, salled today for Eureka.

The steam schooner Johan Poulsen is due from San Francisco to load lumber at Westport.

A four-masted schooner, supposed to be the Alumna, en route from San Francisco for Portland, sailed in this afternoon.

SEATTLE, Wash, Dec. 13.— (Special)

In a conference yesterday with C. N. Wonacott, active director of the war savings stamp sale for Oregon, J. A. Churchill, State Superintendent of Schools, outlined plans for enrolling the 140,600 Oregon school children in the selling campaign.

Each County School Superintendent is forthwith made a member of the various slip at the Astoria municipal dock. It was represented that Captain John Reed, in charge of the tug, went ahead on the versel without instructions from subordinates, urging them to align the children both as buyers and sellers of the little stickers. The suggestion is being made that the thrift stamps and

Coal Barge Not Needed. On the ground that one tug in service could not be spared and placing another in commission was not justified, the Commission decided not to accept a contract to tow barge No. 39 from Cape Flattery to Astoria, loaded with coal for the Government. It was last night in the story hour room of the library and planned a dance to be given Friday, December 21, in Muriark under a private contract.

Hall. Clayton Baldwin presided. The committee appointed to complete detailed plans for the festivity included Clayton Baldwin, Vloia Engele, Scott barge, was unfavorably acted on, the Clayton Baldwin, Vlola Engele, Scott Simpson, Glen Shay, Francis Gebbie, Edna Waldele, Ervin Kafka, Florence munications from the Standard Oil Company and Union Oil Company were

FISHING PLAN IS OPPOSED

Russell Street.

ortland pilot schooner Joseph Pulitzer preclude her being chartered to the city to be utilized as a fishing vessel off the Oregon halibut banks, as proposed by City Commissioner Kellaher, or rechartered to Dr. A. C. Smith and associates for a trip to Alaska. Neither will the Port Commission sell the vessel for \$4000, as offered yesterday by H. A. Maculey,

fore the Commission in behalf of the plan to use the Pulitzer in carrying fish to the Portland municipal market and presented impressive arguments, while Dr. Smith said relief was necessary for sheep in Unalaska, where the at sea and unable to negotiate Dutch Harbor because of adverse weather. Mr. Maculey's proposition of purchase with believed to be in the interest of fishing venture.

The Commission decided that as the Government may commandeer one or both of the tugs used at the entrance

condition now for emergencies.

The Commission was also addressed by C. C. Colt, head of the Union Meat Company, and representing the Industrial Improvement Company, of North Portland harbor, where he said dredging might be required next year to take care of new industries, one cor-poration now negotiating for a site for an oil pressing plant that would draw its raw material from the Orient in vessels. He said that one of the prin-cipal features to the backers of the contemplated plant was their ability to use the harbor.

tain the channel, it being within its district, and that, while funds were no plentiful because of the 6 per cent tax limitation law, it was hoped to find

tenders are to be advertised for. er at the foot of Russell street, built in 1891 by the old city of Albina, and which was crushed in by the weight of a dredged fill made there last year

ground being taken that such a vessel was not required now. No bids were received for supplying fuel oil to the Port fleet, though com-

LOWER \$1 Balcony, 5 rows 750 FLOOR \$1 Balcony, 17 rows 500

AMESEMENTS.

HEILIG Broadway at Taylor.

Tonight, 8:15 TOMORROW NIGHT PRICE Mat. Tomorrow

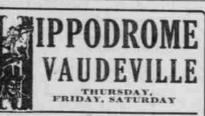
"Follow Me"

EXCELLENT CAST. STUNNING GIRLS. MUSIC—CLASS—LAUGHTER. NIGHT PRICES-Floor, 11 rows \$2, 7 rows \$1.50; Balcony \$1, 75c, 50c; Gallery 50c.

TOMORROW'S MAT-Floor \$1.50, \$1; Balcony \$1, 75c, 50c; Gallery 50c. REMEMBER TODAY'S \$1, 75c, 50c

BAKER ALCAZAR PLAYERS Tonight, All Week-Mat. Saturday. SINNERS 25c, 50c. Next week: "Too Many Husbands."





7--VARIETY DANCERS--7 "Masters of the Art of Terpalchore."

ALICE TEDDY & CO. The Famous Roller-Skating Bear. ANN MURDOCK

"PLEASE HELP EMILY" WEEKDAY MATS. 10c--ANY SEAT--10c

INCLUDING WAR TAX. COMING-ALICE BRADY

"THE MAID OF BELGIUM." to the effect they would deliver oil at

TICKETS REFUSED GERMANS Men Seeking Transportation to San

Francisco Misinterpret Order. Two Germans who applied yesterday for steamship tickets to San Francisco were refused by Frank Bollam, Port-land agent for the McCormick fleet, who was informed by the men that they had come from Seattle and were not aware they could not travel by steamer, assuming only that the law regarding enemy aliens on the water front referred to men working there.

It is the third time in a week that Germans have been refused transportation by water. Mr. Bollam says he has not received instructions from the Federal authorities to withhold tickets, but realizes it would be unfair to such passengers to sell them, knowing they passengers to sell them, knowing they would be intercepted either at the steamship dock or at Astoria and turned back. Their only route along

the coast is by railroad. CASTORIA

For Infants and Children In Use For Over 30 Years

Always bears the Siemature of Chaf H. Elitches

and the second s Experienced Salespeople Wanted

> 20 Salespeople for Lower Price Store 60 Salespeople for

> > Toys

4 Salespeople for Shoes

4 Salespeople for Embroideries

2 Salespeople for Pictures

10 Salespeople for Tree Ornaments

4 Salespeople for Children's Wear 8 Salespeople for

Ribbons 6 Salespeople for Gloves

4 Salespeople for Women's Hosiery 50 Salespeople for

Miscellaneous Selling

Apply at Superintendent's Office, Basement Balcony.

AMUSEMENTS. DANTAGE MAT. DAILY 2:30 L HONGKONG MYSTERIES

Neck Seun and Company, riental Magic Masters. FIVE OTHER BIG ACTS. Three performances daily. Night curtain

LYRIC Mat. Daily, 16c; Nights, continuous, 15c, 25c CHORUS GIRLS'

CONTEST TONIGHT CLASSIFIED AD. RATES

MEETING NOTICES.



PORTLAND LODGE, NO. 55, A. F. AND A. M.—Special com-munication this (Friday) even-ing 7:30 o'clock, Work in E. A., and F. C. degrees, Visitors wel-come, Order W. M. C. M. STEADMAN, Sec.

SELLWOOD LODGE NO. 131 A. F. AND A. M. Stated com-nunication this (Friday) even-ng at Sociock. Election and natalitation of officers. Visi-ors welcome. Refreshments. J. H. BUTLER, Secretary, ALBERT PIKE LODGE, NO

162 A. F. AND A. M.—Stated communication tonight at 7:30 o'clock. Election and installa-tion of officers. Visitors wel-come. By order of W. M. E. R. IVIE. Secretary. MYRTLE CHAPTER NO. 15, O. E. S.—Regular meeting this (Friday) evening in Masonic Temple at S o'clock. Election of

officers and payment of dues. JENNIE H. GALLOWAY, Sec. WILL meet this (Friday) evening at 7:30 e'clock at 22d Aider street. Work in the first degree. Visitors welcome. FREDERICK COZENS. HASSALO

ONTIS O LOOK - CHAS. HINMAN, N. G. WEBFOOT CAMP NO. 65, WOODMEN OF THE WORLD, meets every Friday night at W. O. W. Temple, 128 lith street, All members welcome. Kum to Kamp Friday alght.

A. L. BARBUR, Clerk.

DR. A. VAN CLEVE, Consui Commander.

EMBLEM Jewelry, buttons, charms, pins New designs, Jacger Bros., 131-3 Sixth st FRIEDLANDER'S for lodge emblems

FUNERAL NOTICES. FRESS-Minnie, beloved wife of Alex Jeffress, mother of Lloyd A., and sis-of Mrs. Ray A. Brayman, died Wednes-per, December 12, 12-45 A. M., aged 45 urs., 2 months. 8 days. Friends invit-to stiend funeral services, which will held at the family residence, 854 East mbill street, at 1 P. M. today (Friday), cember 14. Interment Riverview cem-ry.

etery.

McMONNIES—In this city, Dec. 13, Adeline M. McMonnies, aged 44 years, mother of Robert D. McMonnies, Mrs. Louis Sicox and Mrs. William Regner, all of this city. The funeral services will be held today (Friday). Dec. 14, at 3:30 P. M. at the conservatory chapel of F. S. Dunning, Inc., 414 East Alder, Friends invited to attend. Interment Lone Fir Cemetery.

Cemetery.

HUNT—At the residence of her daughter.

Mrs Charles W. King, 485 Multnomah
street, December 12, Julia M. Hunt, aged
73 years, widow of the late Charles H.
Hunt Friends invited to attend funeral
services, which will be held at Holman's
Funeral Parlors. Third and Salmen
streets, at 2:30 P. M. today (Friday),
December 14. Concluding services at the
Portland Orematorium.

Portland Crematorium.

DE YARMOND—The funeral services of the late Lon De Yarmond will be held Saturday, December 15, at 1 o'clock P. M. at the residence establishment of J. P. Finiey & Son, Montgomery at Pifth. Friends invited. Services at the Portland Crematorium will be conducted by Mt. Tabor Lodge, A. F. & A. M.

CARLISLE—The funeral services of the late Fred J. Carlisle will be held today (Friday), at 2 o'clock P. M. at the First Presbyerian Church, Twoifth and Aider streets. Friends invited. Interment at Rose City Cemetery. The remains are at the residence establishment of J. P. Finley & Son, Montgomery at Fifth.

TOWNSEND — At her late residence, 632 Flanders street, Louisa & Townsend, aged 75 years; funeral service will be held at P. L. Lerch undertaking parlors. East Eleventh and Clay streets today (Friday) at 2:30 P. M. Friends invited. Interment Dundee, Or.

RICHARDSON—At his late residence, 1305

ICHARDSON—At his late residence, 1303 Mallory avenue, John A. Richardson, aged 76 years. Funeral services will be held at Denver, Colo. Remains at P. L. Lerch undertaking parlors. WHERG—In this city, December 12, Daniel Nyberg, son of Mr. and Mrs. Otto Nyberg, of 1434 East Everett street. Funeral services will be held today (Friday) at 2 P. M. from Ericson's chapel.

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