

Sample Ballot for Special Municipal Election to Be Held May 17, 1918

STUB TO BE TORN OFF BY THE CHAIRMAN. STUB TO BE TORN OFF BY THE FIRST CLERK. Special Municipal Election, City of Portland, Friday, May 17, 1918. Mark Cross (X) Between the Number and Answer Voted For. PRECINCT NO. 57. Proposed by Initiative Petition. AN ORDINANCE requiring any person operating any Motor Bus engaged in carrying passengers for hire over a definite route within the City of Portland to take out a license therefor, providing the procedure for securing such license, requiring operation on schedule over fixed routes and during certain hours, providing for transfers, for examination of chauffeurs and motor buses, for giving bonds as required by ordinance and fixing a penalty. Shall such Ordinance be adopted? 100 YES. 101 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter by adding a new section authorizing an additional annual tax levy of one mill during the period of the war and one year thereafter to cover increased expenses of the City caused by the war, to be credited to the General Fund, and authorizing the council to borrow each year funds sufficient to meet the current expenses of the City between December first and such time as the annual taxes may be collected. Shall the Charter be so amended? 102 YES. 103 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter, as revised by the Council, by adding a new section authorizing the Council, in its discretion, when deemed for the public good, to award contracts for public improvements and for material and supplies to persons engaged in business in the State of Oregon, at a price which does not exceed by more than five per cent the lowest bid, providing no goods or material shall be entitled to such preference if the major portion of the manufacturing is done outside of the state. Shall the Charter be so amended? 104 YES. 105 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter of Portland by adding a new section to be designated as Section 122a authorizing the reorganization of the Bureau of Fire into two equal platoons, providing for not more than fourteen hours night service nor more than ten hours of day service, subject to call at all hours in case of great or unusual danger of conflagration, requiring liberal housing conditions for firemen and authorizing an additional annual tax levy not exceeding four-tenths of one mill for such purpose. Shall the Charter be so amended? 106 YES. 107 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend Section 229 of the Charter, as revised by the Council, authorizing the sale of bonds for funding any bonded indebtedness of the City, including water bonds, authorizing competitive bidding on interest instead of a fixed rate of four per cent, providing that the life of such bonds may be from three to 25 years, instead of a fixed period of 25 years, and providing the manner for advertising and selling such bonds. Shall the Charter be so amended? 108 YES. 109 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter vesting the Council with discretionary power, under certain limitations, to relieve any person, firm or corporation carrying passengers for hire in Portland from the following obligations: Bridge tolls, assessments for street and other public improvements except repair of track area, free transportation of city employees and franchise or license fees, and providing for an annual tax levy not exceeding four-tenths of one mill to take care of the deficit caused by such relief. Shall the Charter be so amended? 110 YES. 111 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter by repealing three sections authorizing a \$75,000.00 bond issue for a garbage collection system and substituting in lieu thereof three new sections giving the Council power to establish a free garbage collection system, and to levy a tax not exceeding one mill annually for said purpose. Shall the Charter be so amended? 112 YES. 113 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter by adding a new section providing an additional method for collecting delinquent assessments by issuing bonds not exceeding \$1,000,000.00, the proceeds of which shall be used for the purchase by the City of property to be sold for delinquent assessments, giving the Council power to dispose of such property, to transfer money from the Assessment Collection Fund to the General Fund, and from the Improvement Bond Interest Fund to the General Fund, and to provide for waiving certain penalties in case of redemption. Shall the Charter be so amended? 114 YES. 115 NO. Ordinance Submitted to the Voters by the Council. AN ORDINANCE requiring operators of motor vehicles for hire to file bonds with the City Auditor, or deposit cash with the City Treasurer, in the sum of one thousand dollars; and, if operating ten or more such vehicles then the amount shall be ten thousand dollars, and providing a penalty. Shall said Ordinance pass? 116 YES. 117 NO. Charter Amendment Submitted to the Voters by the Council. AN ACT to amend the Charter vesting the Council with discretionary power, under certain limitations, to relieve any person, firm or corporation carrying passengers for hire in Portland from the following obligations: Bridge tolls, assessments for street and other public improvements except repair of track area, free transportation of city employees and franchise or license fees, and providing for an annual tax levy not exceeding four-tenths of one mill to take care of the deficit caused by such relief. Shall the Charter be so amended? 118 YES. 119 NO. Published by authority of Section 131 of the City Charter. GEO. R. FUNK, Auditor of the City of Portland.

WESTERN SPIRIT'S 17TH 8800-TON HULL

Fourteen Steel Ships Have Been Set Afloat in Willamette Since January 1.

THREE A MONTH IS AVERAGE

Total Tonnage for First Four Months of 1918 108,200, Boats Launched at Albina Yards Being Only 3800 Tons Each.

Western Spirit is the name of the ninth 8800-ton hull the Northwest Steel Company has put in the water for the Emergency Fleet Corporation, she having been launched at 4:10 o'clock yesterday afternoon. The vessel is the sixth that yard has set afloat on the Willamette river this year and makes 14 steel hulls to leave the ways at Portland since January 1, and it is felt that true Western spirit in meeting the war emergency with new ships is being manifested by the builders.

Ten hulls were floated by the Northwest force in advance of the Western Spirit, but two of them were for the Cunard line. The Columbia River Shipbuilding Company, adjoining the Northwest Steel Company's yard, has floated six hulls for the Emergency Fleet Corporation, five of them this year, and of five the Albina Engine & Machine Works had put in the water three of them are 1918 ships, so the average this year has been close to three ships a month for the combined steel plants.

Since January 1 the steel hulls floated represent a total of 108,200 deadweight tons, the Northwest and Columbia River yard vessels being of 8800 tons and the Albina fleet of 3800 tons. Mrs. Charles F. Beebe, wife of General Beebe, and mother of Walter B. Beebe, the latter vice-president of the Northwest Steel Company, officiated in the important ceremony of christening the vessel. While the launching was set for 4:15 o'clock, all being in readiness five minutes earlier the big ship was sent down the ways. Mrs. Beebe proved a most active sponsor and the ship had really gotten an appreciable start before her timely thrust of the bottle of champagne.

The Western Spirit truly presented a sedate appearance, for it was remarked that she traveled more slowly down the ways than is usually the case with vessels of her class, and she moved into the river little beyond her own length before bringing up. Afterward Mrs. Beebe was presented with a silver water pitcher.

The Westampton, the fifth Government ship completed of the Northwest's fleet, is to undergo her inspection tomorrow. The West Indian, which is the fifth to be finished by the Columbia River Shipbuilding Corporation of the Emergency Fleet Corporation, is to undergo her inspection today.

WAGE VIOLATION CHARGED

North Bend Shipyard Declared to Be Without Weekly Pay Day.

MARSHFIELD, Or., May 6.—(Special.)—The Kruse & Banks shipyard, of North Bend, according to a statement by R. A. McInnis, business representative for the Columbia River Maritime Council, is not meeting the requirements of the Macy board's wage order. One discrepancy, Mr. McInnis stated, is the absence of a weekly payday. The declaration was also made that the Kruse & Banks yard is not paying wages in conformity with the Macy order.

Pacific Coast Shipping Notes.

ASTORIA, Or., May 6.—(Special.)—The barkentine James Taft, lumber for Sydney, arrived from Westport at 2 o'clock this afternoon, but will not go to sea for several days. Carrying cargo from Portland, the Emergency Fleet tugboat sailed at 10:45 today for orders. The steam schooner Nehalem arrived at 6:40 this morning from San Francisco, with cement which was discharged at Sanborn's dock. She will load lumber at Prescott.

The steam schooner Halcio arrived at 6:10 this morning from San Francisco, with cement and went to the port dock to take on lumber from the Warren mill. She will load at the Albina yard. The barkentine Retriever, which arrived Sunday from Honolulu, left at 3:30 today for Portland to load lumber at Prescott. The motor schooner Mount Hood is due from Grays Harbor to load lumber at Prescott.

SEATTLE, Wash., May 6.—(Special.)—With 80 delegates, the 11th annual convention of the Pacific Coast division of the Communist Party of the United States Association met here today. The meeting was addressed by Mayor Hanson, James A. Dumas, secretary of the Labor Council, and others. Committee meetings and routine matters occupied the attention of the delegates.

A meeting of the Waterfront Employers' Association to be held tomorrow was announced, and this meeting, it is believed, will have an important bearing on the future action of the waterfront workers. Martin Simmons and Lloyd Tull, veteran marine engineers, formerly in the employ of the Standard Oil Company, arrived today to take charge of the engine installation in the new shipping board steamships West Biddle, built here, and the Westerner, building at Portland. Tull left at once for Portland. They have been engaged in the construction of the engines for the ships at the De Laval turbine plant in New Jersey.

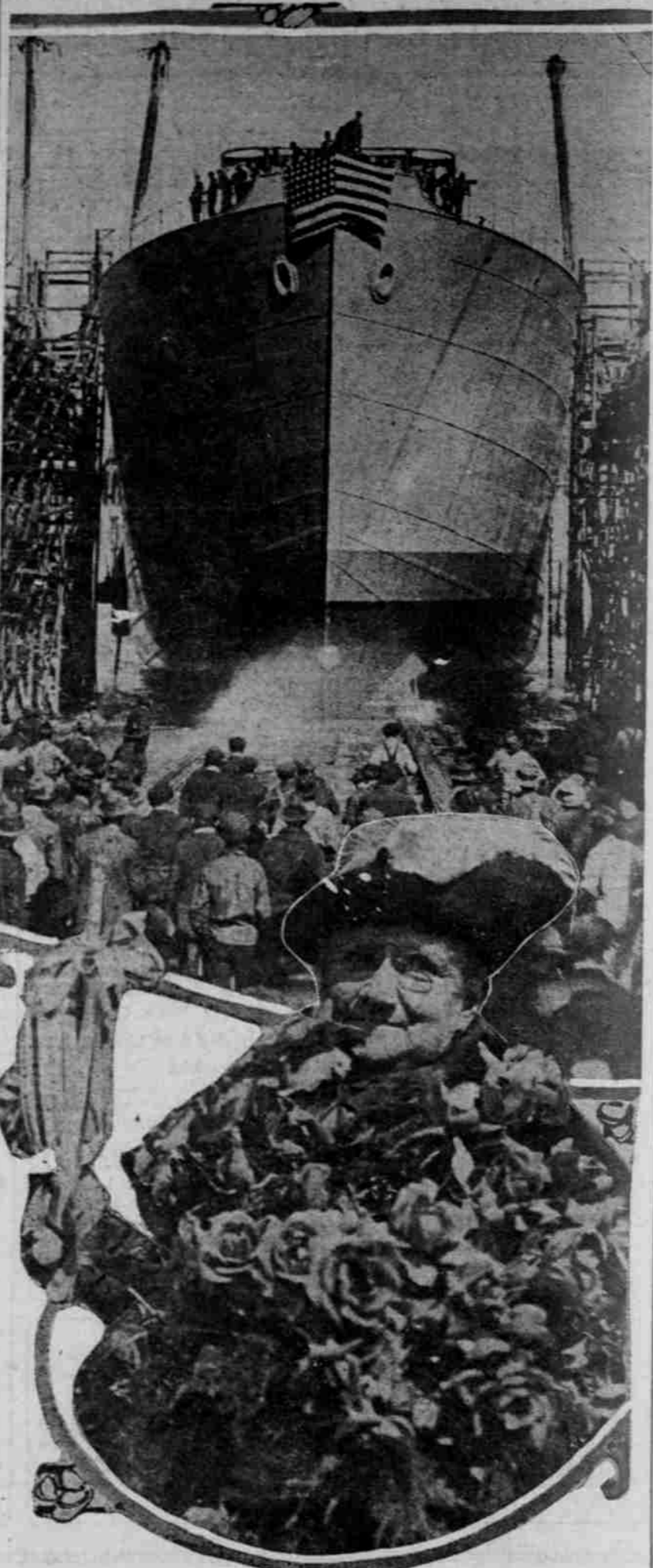
The freighter Junco, returned to the Alaska Steamship Company by the Shipping Board, driven today from San Francisco and will commence loading cannery supplies for Alaska at once. The first fisheries vessel flying a foreign flag to take advantage of the recent Department of Commerce order permitting them to land their catches in American ports was the Canadian schooner Jakum, Captain Baxter Wells, which arrived this morning. She brought a catch of halibut, ling cod and sable fish, which was immediately disposed of on the halibut exchange.

SAN FRANCISCO, May 6.—(Special.)—The schooner C. S. Holmes, Captain Backlund, arrived from Lewiska today with coals consigned to Burns, Phillips & Co. The ship Dunrova, Captain Smith, also arrived from Sydney this morning with a full cargo of coals. The Norwegian steamer Sinaloa, Captain Hestings, arrived from the West Coast with 2500 tons of nitrates. A merger has been formed between G. M. Jonsdottir & Co. and the Joseph & Johnson Company. Both firms have been in the ship chandlery business here for many years and will continue in the same line.

Marine Notes.

The liner Beaver, Captain Tibbets, which has aboard 2000 passengers from California, ports since 20 o'clock, is due in the river today. The Port of Portland dredge Tualatin resumed channel operations yesterday in front of the property of the Portland Lumber Company, and material removed was pumped into low land in the rear of the plant of the Northwest Steel Company,

(SINCE 1918 OPENED, PORTLAND STEEL SHIPYARDS HAVE FLOATED 14 HULLS OF STEAMERS TO HELP WIN WAR.



Upper—Western Spirit on Way to River. Lower—Mrs. Charles F. Beebe, Sponsor.

SHIPS ARE BUILT EASILY

CONTRACTS FOR 8 MORE STEAMERS TAKE UP SLACK IN PLANT.

President Joseph R. Bowles Declares No Expansion of His Organization Will Be Necessary.

Shipping interests are to be represented at a meeting at 4 o'clock this afternoon at the Chamber of Commerce to discuss the findings of the board of arbitration which decided Saturday on the demands of longshoremen, allowing an eight-hour day and increased wages. The idea of the session is to determine what is to be done to meet present conditions, both as regards the scale and shortage of longshoremen. The steamer Daley Gadsby, carrying a cargo of lumber, got away from Prescott for San Francisco yesterday. The barkentine James Taft, towing from Westport to the lower harbor and will go to sea in a few days.

U. S. Naval Radio Reports.

(All locations given are at 5 P. M. yesterday, unless otherwise noted.) ATLAS, El Segundo for King Cove, 21 miles west of Chirikof Island at 3 P. M., May 5. ALASKA, eastbound, off Lataouche at 5 P. M., May 5. COORDOVA, at Herendeen Bay at 5 P. M., May 5. WOODWOOD, southbound, 147 miles west of Cape Ommaney. ADMIRAL WATSON, northbound, 350 miles west of Cape Spencer. ALASKA, northbound, Juneau for Cordova, 100 miles west of Cape Spencer. NERVOOD, Hoonah for Ketchikan, 234 miles north of San Francisco. WILLAMETTE, San Francisco for Tacoma, 300 miles north of San Francisco. ADMIRAL DEWEY, Seattle for San Francisco, 389 miles from San Francisco. BARKENTINE, in tow of Standard No. 2, Richmond for Eureka, 87 miles from Eureka. PRESIDENT, San Francisco for Wilmington, 210 miles south of San Francisco. CITY OF TOPEKA, San Francisco for Wilmington, via Santa Barbara, 84 miles north of Santa Barbara. PRESIDENT, San Francisco for Wilmington, 119 miles south of San Francisco. RAINIER, Seattle for San Francisco, 60 miles from San Francisco. GOVERNOR, San Francisco for Seattle, 207 miles north of Unalaska lightship. MULTNOMAH, San Francisco for Seattle, off Cape Flattery. WAHKEENA, San Francisco for Everett, 50 miles south of Cape Flattery. SANTANNA, Sulzer for Tacoma, off Milestone Point. HERLIN, 110 miles from Gaviota. LYMAN STEWART, Port San Lewis for Vancouver, 120 miles from Vancouver.

SHIPS ARE BUILT EASILY

CONTRACTS FOR 8 MORE STEAMERS TAKE UP SLACK IN PLANT.

President Joseph R. Bowles Declares No Expansion of His Organization Will Be Necessary.

"That just taken up the slack in our capacity," was the remark last night of Joseph R. Bowles, president of the Northwest Steel Company, on his return from Washington in discussing contracts for eight more 8800-ton steamers he closed for last month with the Emergency Fleet Corporation. Mr. Bowles said he had not been in Washington for a time before starting home, as he had business elsewhere. He added that the eight contracts would not result in any expansion of the plant, but the Government official notification reached the Albina Engine & Machine Works yesterday that five more steamer contracts had been awarded the plant, they to have a deadweight capacity of 2500 tons, and it is expected delivery will be made between February and June, 1919. Originally the vessels were of 3800 tons, deadweight, but the Government made changes in the plans, "fining up" the hulls so the capacity is lessened. The Albina yard started with six contracts from Norwegian and Danish shippers, but before they were ready the Government requisitioned the ships. The first two carriers were of 3800 tons and the other four 3800 tons. Later the Government awarded four contracts and they are for 8800-ton vessels under the modified plans, those reported yesterday being sister ships.

Good news has been received there that 18 carloads of steel have been shipped and more material is being started from the mills almost daily, so in two weeks it is hoped to have the force assembled in its oldtime form. When the hull of the steamer Point Judith was launched Saturday it left the yard with three vacant ways because of the lack of steel, but now a

Perfect Health Is Yours

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Almost Every Human Ailment Is Directly Traceable to Impurities in the Blood.

You cannot overestimate the importance of keeping the blood free of impurities. When you realize that the heart is constantly pumping this vital fluid to all parts of the body, you can easily see that any impurity in the blood will cause serious complications. Any slight disorder or impurity that creeps into the blood is a source of danger, for every vital organ of the body depends upon the blood supply to properly perform its functions. Many painful and dangerous diseases are the direct result of a bad condition of the blood. Among the most serious are Rheumatism, with its torturing pains; Catarrh, often a forerunner of dread consumption; Scrofulin, Eczema, Tetter, Erysipelas and other disfiguring skin diseases; Malaria, which makes the strongest men helpless, and many other diseases are the direct result of impure blood. You can easily avoid all of these diseases, and rid the system of them, by the use of S. S. S., the wonderful blood remedy that has been in constant use for more than fifty years. S. S. S. cleanses the blood thoroughly and routes every vestige of impurity. It is sold by druggists everywhere. For valuable literature and medical advice absolutely free, write today to the Medical Dept., Swift Specific Company, 437 Swift Laboratory, Atlanta, Ga.—Adv.

general speeding up is regarded possible.

Movements of Vessels.

PORTLAND, May 6.—Arrived—Steamer Klamath, from San Francisco. SAN FRANCISCO, May 6.—Sailed at 7:30 P. M.—Steamer Beaver, from San Pedro, for Portland. ASTORIA, May 5.—Arrived at 11 P. M.—Barkentine Retriever, from Lewiska. SAN FRANCISCO, May 6.—Arrived—Steamer Klamath, from San Francisco. Arrived at 6:30 A. M.—Steamer Elva, from San Pedro. Arrived at 8 A. M.—Steamer Seattle, from Seattle. SEATTLE, May 6.—Arrived—Steamers

Junco and Olean, from San Francisco; City of Seattle, from Southeastern Alaska; Motorship Apex, from Ketchikan. Departed—Steamer Redondo, for Southeastern Alaska.

TACOMA, May 6.—Arrived—Steamer Quads, from British Columbia. Sailed—Quads, for British Columbia, Queen, for California.

Government Dredge to Be Shifted.

MARSHFIELD, Or., May 6.—(Special.)—The small Government bucket dredge used for clearing channels in the Coquille and Coos rivers will finish the Coos River work on the north fork within a few days, and will then be taken to the Coquille River for the Summer, where shoals will be reduced and some new work between the Steamer Redondo, for Southeastern Alaska. TACOMA, May 6.—Arrived—Steamer Quads, from British Columbia. Sailed—Quads, for British Columbia, Queen, for California. Government Dredge to Be Shifted. MARSHFIELD, Or., May 6.—(Special.)—The small Government bucket dredge used for clearing channels in the Coquille and Coos rivers will finish the Coos River work on the north fork within a few days, and will then be taken to the Coquille River for the Summer, where shoals will be reduced and some new work between the Steamer Redondo, for Southeastern Alaska. TACOMA, May 6.—Arrived—Steamer Quads, from British Columbia. Sailed—Quads, for British Columbia, Queen, for California.

Tides at Astoria Tuesday.

Table with 4 columns: Time, High, Low, and another column. Rows for 11:10 A.M., 12:20 P.M., 5:31 A.M., and 3:24 P.M.



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