AMUSEMENTS

HOBART BOSWORTH

In "The Sea Wolf."

"Somewhere in France" Harry and Grace Ellsworth.

Archie and Gertie Falls; Jack and Kity Demaco; Official War Review; Travel Weekly. COURTNEY SISTERS, Features of Many Musical Successes.

BARGAIN MAT.

Discontinuance of Building Be Extensive.

WILL BE MADE

Government Declares It Will Order

of wooden shipbuilding will be even more extensive than the present sus-pension of contracts. Negoliations with holders of shipbuilding contracts may enable the shipping board to cancel contracts not yet suspended but upon which cancellations can be secured by payment of \$200,000 or less in the case of contracts for hulls only, or \$300,000 in the case of contracts for completed white.

In the case of contracts for ma-chinery, bollers and other equipment the cancellations which will necessarily be controlled by the cancellations of the hulis for which they are intended will be effected on the best possible terms. The cancellations are not lim-ited to contracts now under suspension. Board's Position Defined.

In a formal statement issued today the board says: "The cancellations will he made with every effort to do jus-tice to the contractors and the action of the board looking to cancellations will be determined by the question of the ultimate cost to the Government, taking into consideration the actual progress of the work under these con-

rracts and the result and cost of can-cellations where the work is advanced.
"Where it appears that the com-plated ships can be disposed of by the Government at a less loss than would be involved in indemnifying the con-tractor upon cancellation the vessels will be completed. Where, however, an accurate survey indicates that the loss to the Government can be held to the inimum by cancellation that will be the course pursued. Aside from con-tracts covering 69 vessels, as to which the work is in its initial stages, it can-not be said at the moment how many cancellations of building contracts will result from the board's action. This depends upon the result of a survey.

Too Many Ordered for Normal Trade. The total number of commitments for wooden steamers is 731. The number contracted for was beyond the requirements and in excess of the possible absorption. This required a prompt decision whether to continue building wooden ships in excess of the number tillamook for the invitations for next year's convention. The association advised in pormal trade

greater loss by cancellation than by completion."

Senator McNary has arranged with Charles Piez, vice-chairman of the Shipuing Board, for appearing next Tuesday on the subject of modification of the decision made yesterday. He hopes that a policy will be adopted which will permit the construction of a number of the ships under contract that would be abandoned by the limitations prescribed by the decision.

Quality will be the watchword.

E. C. Callaway, city milk chemist, gave a paper on the food value of milk and milk products.

H. L. Klock, of Seattle, spoke on shipping methods and markets for darkey was applauded at the close of his address in which he urged the butter and cheese men to prepare themselves to compete with the best of markets by producing highest grade goods. A. Jensen spoke of the work

TRACTS NOT RECEIVED.

Some Speculation Indulged in as to Amount of Work to Be Permitted to Go Ahead.

hulls or \$200,000 on completed con-tracts left them in doubt as to exactly

tually on the stocks, probably four will be permitted to be carried on, including one each at the plants of the Supple-Ballin Shipbuilding Corporation, Grant Smith-Porter Ship Company, St. Helens Shipbuilding Company and George F.

Rodgers Company.

The amounts mentioned covering hulls and completed ship contracts are not clear to those interests, for, it is ar gued, \$200,000 with reference to hulls might mean the amount the builder has spent or the percentage of work attained as charged to the Government on the contract basis.

It has loomed convincingly to con and only see in the future a long siege of dickering as to the payment of

PRODUCTION AGAIN INCREASED

Last month we manufactured 5,800,000 pounds of RIVETS, BOLTS BOAT SPIKES

Can we serve you? NORTHWEST STEEL CO. Portland, Oregon

with a full list of passengers, and there was a wild scramble for the de luxe staterooms, which are provided with brass beds and private baths. The Spokane will ply on this

run indefinitely.

The Toyo Risen Kaisha liner Orea Maru. Captain T. Ota, sailed for the Orient via Henolulu today with more than 700 passengers on board. There were 460 Asiatics in the steerage quarters, and in addition, there were quite a number of Occidentals, who will sleep in the steerage, although they are officially fisted as cabin passengers. The demand for transportation is so keen that the public is willing to accept any sort of accommodiations.

Caccamut oil, worth \$4,000,000, arrived.

accommodations.

Coccannt oil, worth \$4,000,000, arrived here from Manila today on two vessels. The first to arrive was the Standard Oil tanker Astral with 10,800 tons in bnik, and later in the day the motorahip Nuuanu passed in with 1273 tons for the Philippine Vegetable Oil Company. This is the largest consignment of oil to arrive here in a single day since the shipment of these oils to this port commenced on a large scale. The schooner Ottilie Fjord, Captain Oisen, arrived from New Plymouth, N. Z., today with a cargo of copra.

Notice to Mariners.

Vessels Completed Only When

Cheaper to Do So.

The following affects aids to navigation in the 17th Lighthouse District:

Puget Sound—Decatur reef buoy, No. 2, reported dragged out of position December 5, will be replaced as seen as practicable.

OREGONIAN NEWS BUREAU, Washington, Dec. 12.—Discussion among shipbuilding men here today discloses a general belief that the discontinuance of wooden shipbuilding will be even of wooden shipbuilding will be even

date.

Coos Bay-Utter Rocks light reported carried away December 2, will be replaced as soon as practicable.

EOBERT WARRACK,
Lighthouse Superintendent.

The Willamette River at Portland will remain nearly stationary during the next two or three days, except as affected by the tide. High tides Friday will be about 2:30 A. M. and 2:30 P. M.

BANQUET ENDS SESSIONS OF BUTTER AND CHEESEMAKERS.

Robert E. Cavett, of Portland, Elected President of Association. Prizes Are, Awarded.

The two-days' session of the ninth annual convention of the Oregon Butter and Cheesemakers' Association closed last night with a banquet and social hour of merrymaking in which dele-gates from all parts of the state par-

At the day session Robert E. Cavett of Portland, was elected president, suc-ceeding S. O. Rice, of Mount Angel. Other officers selected were: Vice-presother officers selected were: Vice-president, R. S. Trask, of Cottage Grove; secretary-treasurer, P. S. Lucas, of Corvallis; executive board members, H. C. Haven and H. V. Franklin, of Portland, and P. Jorgenson, of Carlton.

The association, by resolution adopted unanimously, suggested that the office of Dairy and Food Commissioner be left as a separate part of the state government and that sufficient funds

government and that sufficient funds and scope be given the commissioner to carry on the work efficiently.

which could be utilized in normal trade or whether to cancel such contracts as would not involve the Government in greater loss by cancellation than by completion."

He invitations for next year's convention. The association advocated that a system of cream gradient of the invitations for next year's convention. The association advocated that a system of cream gradient of the invitations for next year's convention.

WATING goods. A. Jensen spoke of the work planned by the Oregon Dairy Council and of the educational publicity already accomplished. Several butter and

An exhibit of butter and cheese was a center of attraction throughout the convention. There were 35 butter en-tries and the judges, O. G. Simpson, of Portland, and L. M. Davis, of San Fran-Another day spent by Emergency
First Corporation officials and builders of the Oregon district without official advices from the Shipping Board as to the cancellation of vessel contracts on which \$200,000 and not been spent on hulls or \$200,000 on completed contracts ieft them in doubt as to exactly tracts left them in doubt as to exactly how the order is to be applied and whether all vessels of the last contracts placed are affected.

An offhand estimate has been made that of 26 contracts embraced in the suspension order of November 25, when work was stopped on vessels not actually on the stocks, probably four will

QUARANTINE NOT POPULAR

"FLU" HELD TO BE TONSILITIS BY SOME PHYSICIANS.

Twelve Deputies Place Cards on 159 Homes Where Cases Developed.

objections.

Nine deaths went on the books at the City Health Bureau yesterday.

"Government health men from Seattle have reported that no cases where the person was inoculated with serum have resulted in death," said State Health Officer Seeley yesterday in urging wider use of the serum.

Health Officer Seeley yesterday in urging wider use of the serum.

Wamic Ban Restored.

WAMIC, Or., Dec. 12.—(Special.)—The ban has been placed on public meetings in Wamic, on account of a threatened renewal of the "flu" epidemic. It had been lifted but 10 days when the disease appeared again in several parts of the community.

Mr. Ecuser said he would recommend that the commission go ahead with proposals for completing Pier No. 1 with a shed the full length, where the first unit of 600 feet is now ready, and that on the opposite side of the slip an open shed be constructed for handling certain cargo.

"We have no dock room now in the central harbor because all space is filled with wheat, but once we get vessels to move the wheat there will be

Port of Portland Drydock Suggested as Sufficient.

Belief Expressed That Slip No. and Piers Nos. 1 and 2 at St. Johns Should Be Finished.

Elimination of the proposed 12,000,on drydock, estimated to cost \$1,020,-000 and require a year to construct, was suggested at a meeting of the Port authorities held at the office of the Commission of Public Docks, yesterday. This elimination, or at least a delay, was advocated on the ground that the present Port of Portland drydock would suffice for shipping requirements.

The meeting was simply for discussion, and no formal action was taken, but the issues involved will come be-fore the Commission of Public Docks. It was the consensus of opinion of those attending the conference that energies should be directed towards the completion of Slip No. 1 and Piers Nos. 1 and 2 at the St. Johns terminal, and that the advisability of further develpment of the central harbor should be arefully studied,

Pregramme Is Outlined.

The gathering was called by the Commission of Public Docks for a public discussion of the details, with a special invitation to the Port of Portland Commission and Chamber of Comerce. Besides the drydock construction the tentative programme called for the excavation of slip No. 2 at St. Johns at an estimated cost of \$72,000, the extension of the transit shed on pler No. 1, now 600 feet long, to \$1500 feet, the extension of the slip from feet, the extension of the slip from 1200 to 1500 feet and widening it from 250 to 500 feet. With roadways, track-

commission, that it would be used principally for trans-shipment of freight. The cost of moving a carload from there to the city was said to be \$12.50. while the Fifteenth-street terminal be-ing located in the railroad terminal no charge was made for switching cars

Tonnage Shortage Forescen. "Where are all these ships to come from that we expect to have here?" q.erled Mr. Ball. "It is apparent for-eign vessel owners cannot supply the Pacific until the demands of their home countries are taken care of and until those demands are taken care of there will be a shortage of tonnage in the Pacific. We do know that all ships now building are within the limit of

the St. Johns dock.
"When I was in the East recently
Shipping Board officials were emphatic in saying that we could expect
little in the way of Government ships in from 18 months to two years, as they wanted the new vessels to keep balanced the trade of manufacturers on the Atlantic, to Europe and to South ready accomplished. Several butter and cheese men took memberships in the council.

H. J. Faust, of Alsea, spoke of his early experiences in butter-making and said that the butter and cheese men must organize well and look out for intends to do in the Pacifica."

Drydock Needs Discussed. Nathan Strauss, of the Chamber Commerce delegation, asked if the St. Johns project as to piers and storage Johns project as to be provided the maximum business expected and how it compared with Seattle's dock provisions, also those of San Francisco. Mr. Hegardt said both cities had much greater terminals and that they were able to calculate what was required in a shipping culate what was required in a shipping w.y, while Portland was really in the position of building up her trade.

Bert C. Ball, chairman of the cham-ber's committee, said he did not under-stand why the 12,000-ton drydock was included as an emergency, to be built under existing high prices for material, in view of the fact the St. Johns dock would soon be free of wood steamers and that plant, with another pontoon, would be adequate for the needs of the port

Mr. Hegardt replied that Washington officials urged the building of large drydocks at all Pacific Coast ports to mmodate future shipping, and there was a rapid fire of questions by Mr Strauss and Max H. Houser as to whether the Government promised help with ships. Mr. Ball quoted figures to show the Port drydock had had 165 days' work between June 1, 1917, and June 5, 1918, being unoccupied 51 per cent of the time, and that in 1913 it was used 139 days; also that it cost \$250,000. F. C. Knapp, of the Commission of Public Docks, directed attention to the fact that, with funds remaining from a Fortland physicians attempting to a previous authorized bond issue of \$3,000,000, the report on proposed new of them are taking steps accordingly and only see in the future a long siege of dickering as to the payment of claims.

Pacific Coast Shipping Notes.

ASTORIA. Or., Dec. 12—(Special.)—The timestreamy fleet steamer Aiken returned at soon today from her trial trip at sea and recreated to Portland.

The schooler Golden Shore, which arrived sates as the special of the first care unable to make the diagnosis of alleged Spansish influenza cases was one of the feature of the forth fluenza

mergency fiest steamer Alken returned at noon today from her trial trip at sea and processed to Fortland. Shore, which arrived yeaterday from Sydney, left at 2:30 today for Portland, where she will discharge her cargo of copra.

The doctors were unable to make of the part deck to the lower harbor today and will go out as soon as the weather conditions imprave.

The chargestry fleet steamer Caddopeck which satiled from here yeaterday afternoon for San Francisco, was off the lightsnip at noon today, being unable to make any headway against the gale.

Bringing fuel off for Asteria and Fortland, the tank steamer Altas is due this evening from California.

The tank steamer at this per and Southern California points by the well-known of the first of the case reported were very light," said Dr. Parlic, and Fortland.

SAN FRANCISCO, Cal., Dec. 12—(Special)—Service between this port and Southern California points by the well-known of the will off or Asteria and Fortland.

The tank steamer Adams is due this evening from California, with fuel eli for Asteria and Fortland.

SAN FRANCISCO, Cal., Dec. 12—(Special)—Service between this port and Southern California points by the well-known of the case reported were very light," said Dr. Parlick of the form of the case of the said and the case of t move direct from Europe and the East Coast through the Suez and Panama Canals to the Orient and return, so un-doubtedly the Canal trade will be all-important," he said.

More Space to Be Had. Mr. Rouser said he would recommend

abundant room and, I feel, as much as we will require for some time, so I do not believe in adding much more space at the St. Johns terminal," said Mr. Houser. "I can't see that we will have a demand for all of the piers

proposed there for five years."

Mr. Hegardt remarked there was under consideration a plan to widen the shed of the Fifteenth-street terminal from 100 to 150 feet, which would almost double the capacity there. In the end it was felt that all interests were agreed as to the dock programme, only in the matter of the new dry-dock was there a difference, Mr. O'Reilly said the last figures obtained for adding a sixth pontoon to the Port drydock was \$35,000.

HARBOR NEEDS SURVEYED AIKEN PERFORMS IN STORM

Pilot Praises New Ship for Behavior in Southeaster.

Battered by southeasterly weather and once compelled to lie to because of the strength of the blow, the new wood steamer Alken, built by he Grant Smith-Porter force, reported in the river at 11 o'clock yesterday morning after more than 26 hours outside. Captain F. H. Astrup, who piloted her outside, reported by long distance tele-phone yesterday that she behaved ad-mirably, sustaining the reputation of Oregon-built ships for seaworthy qual-

The Alken went to sea before other vessels lying in the harbor got under way. Wednesday morning and, though the Alken is equipped with wireless, no information was sent ashore regarding her actions. Once during Wednesday afternoon the conditions reported outside prompted some of those interested in the ship to make inquiries as to her movements and all that could be obtained was that she was standing to the westward.

SHIPPING COMMISSIONER ILL

Robert L. Sebastian, of Grays Har-

bor, Has Apoplectic Stroke.

Merchants May Visit England. age and shore work for channel dredging, the total outlay would be \$1,821,224 including the cost of the drydock work. In addition it was estimated that to provide the drydock site and pay for engineering and contingencies an additional \$278,778 would be required, so the total to complete all features was fixed at \$2,100,000.

Concerning the St. Johns property it was said by Engineer Hegardt, of the commission, that it would be used prin-The British Consul announced yestersay that it has been decided to grant immediate facilities to leading DRYDOCK TO BE ENLARGED

Movements of Vessels.

PORTLAND, Dec. 12.—Arrived at mid-night, steamer Aiken, from trial trip. Sailed at 6 P. M., steamer Tahoe, for San Pedro. Sailed at 6 P. M., auxiliary schoon-er Lassen, from Bainler, for San Pedro.

EURBKA, Dec. 12.—Salled at 8 A steamer City of Topeka, from San I cisco for Portland via Coos Bay.

SAN FRANCISCO, Dec. 11.—Salled at e. P. M., steamer Rose City, from Portland, for San Pedro. FRANCISCO, Dec. 12.—Sailed— Tiverton, from Columbia River, for

Government Light, from Japan; Valdez, from Alaska.

C?"

| Departed—Steamers President, for San
| Francisco; Argyll, for San Francisco.

WELLINGTON, Dec. 9.—Sailed—Steam-r Paloona, for San Francisco.

SHANGHAI, Dec. 9.—Sailed—Steamer leave of absence for 90 days by his col-leave of absence for 90 days by his col-leagues on the board so that he might SHANGHAI, Dec. 2.— Sailed—Steamer leave of absence famaha, for San Francisco, Arrived De-leagues on the comber 7, motorship Mabel Stewart, from tour Galifornia. Astoria, Or.

YOKOHAMA, Dec. 7—Sailed—Steamer raushima Maru, from Shanghal, for Hono-ulu and San Francisco.

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Safely, because we carry only shoes of assured quality-makes of recognized reputation. You receive here value for every dollar.

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ing Stamps

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BIDS WILL BE CALLED FOR TO BUILD ADDITIONAL PONTOON.

Other New Work to Be Done for Port of Portland Includes New Hull for Dredge Columbia.

The five-pontoon drydock maintained St. Johns, originally built to lift 10,-00 tons, will have an additional pontoon to be used in event of accident.
The Port of Portland Commission yesterday decided to call for bids immeditely. Other new work to be undertaken in

terday decided to call for bids immediately.

Other new work to be undertaken includes the construction of a new hull for the dredge Columbia. Plans for a concrete hull were considered yesterday and it was determined to submit them to experts before deciding on the use of such material.

The commission also called for bids on repairing the steamer Pronto, sunk at the Fifteenth-street terminal. When floated, prospective bidders will be given opportunity to inspect the damage and prepare proposals.

It was the unanimous conclusion of the members that the widening of the main ship channel from the upper end of the St. Johns municipal terminal to the main harbor at St. Johns to 600 feet should be undertaken.

U. S. Naval Radio Reports.

All positions reported at 8 P. M. yesterday unless otherwise indicated.

NORTHLAND, San Francisco for Seattle, 222 miles north of San Francisco, 320 miles south of Richmond Beach, 379 miles from Prancisco for Marsh-Tilles Beach, 379 miles from Prancisco for Richmond Beach, 379 miles north of San Francisco for Richmond Beach, 379 miles north of San Francisco for Richmond Beach, 379 miles north of Ralminds for Richmond Beach, 379 miles north of San Francisco for Richmond Beach, 379 miles north of San Francisco for Really, 200 miles from Prancisco for Really, 200 miles from Prancisco for Seattle, 200 miles from Prancisco for Ralminds for Richmond Beach, 379 miles nort SAN PEDRO, Dec. 11.—Arrived—Steamers
Santa Barbara, from Columbia River.

SEATTLE, Dec. 12.—Arrived—Steamers
Ketshin Maru, from Calcutta; Hwah Wu
(Ch.), from Kobe; Admiral Nicholson, from
Southeastern Alaska, Departed—Steamers

committee of one to investigate the re ported lack of pipe connections on pri-vately owned docks through which ves-sels might obtain fresh water to fill SAN FRANCISCO, Dec. 12,—Arrived—sels might obtain fresh water to fill Steamers Tiverton, from Columbia River; Astral, Nuuanu, from Manila. Salied—Steamer voyages. In the opinion of the commission every dock should be so voyages. In the opinion of the com-mission every dock should be so

Marine Notes.

day from the elevator dock to the Fifteenthstreet terminal.
Official delivery of the steamer Harney,
huilt at the Supple-Bailin yard, is to be
made today to the Emergency Fieet Corporation. The Issaquens, of the St. Helens
Shipbuilding Company's fieet, and the Cabeza, built by the Coast Shipbuilding Company, will be delivered by Saturday.
Attractive enlargements of pictures of
principal vessels of the Pacific Steamship
Company's coterle were placed on display at
the Third and Stark-atreet office of the
fleet yesterday. Frank O'Connor, Portland
agent, opines that not alone in size, but in
service does the Pacific occupy a high place
on the Coast.

on the Coast.

Frank Bollam, Portland passenger agent for the McCormick fleet and one of the best-known transportation men in the state, is seriously ill at his residence with influence, and his condition last night was reported far from favorable. He has been ill for a week.

U. S. Naval Radio Reports.

Hydrographic Office Notice. Information has been received at this of ice that a barge was reported adrift De-ember 10, two miles northwest of Yaquina lead. OSCAR W. SCHWARZ. Nautical Expert, U. S. N., In Charge.

Columbia River Bar Report. NORTH HEAD, Dec. 12.—Condition of the r at 5 P. M.—Sen moderate; wind south

Tides at Astoria Friday High. Low. M. . . 9.8 feet[2:08 A. M. . . 2.8 feet M. . . 6.7 feet 8:48 P. M. . . 1.0 foo

MATINEE SATURDAY, 25c

PANTAGES MAT. DAILY 2:30
Marty Brooks Presents
The Miniature Musical Satire. With Phil E. Adams and a Big Nest of Song Birds.

PLAYS THAT PLEASE

THE SEASON COMEDY HIT

THE UNKISSED

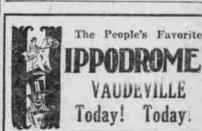
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TONIGHT AT 8:20-25c, 50c, 60c

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This week—the screaming melange of mirth, music and pretty girls. IN "HONOLULU." CHORUS GIRLS' CONTEST TONIGHT



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