

ART POSTERS TO AID HOUSING CAMPAIGN

"Own-Your-Home" Idea Well Emphasized in Poster.

PRIZES ARE ANNOUNCED

New Year's Eve Is Date for Opening of Movement; Wedding Being Arranged.

The art forces of Oregon will be marshaled to serve under the banner of Portland's "Own-Your-Home" campaign which will open New Year's eve at the housing bungalow, Fourth and Stark streets.

The campaign management has called forth art talents of the commonwealth to give pictorial expression to the spirit underlying the movement of inducing thousands of people to own and to build their own homes.

The finance committee announces that it has set aside \$250 in cash prizes for the purpose of creating a poster acceptable to the organization as an official design to be carried throughout the campaign.

Several prizes will be offered, and the contest will be governed by regulations prepared by Ellis F. Lawrence, director of the state University Art School at Eugene, and well-known Portland architect.

The competitive contest among the artists of the state will lead to an exhibit later in the winter, and will probably have its opening in February. It will be the official art exhibit of the Portland campaign.

Purpose to Be Presented. "The 'Own-Your-Home' campaign which the Portland Housing Committee has launched, will receive strength and enthusiasm in proportion to its ability to interest the greatest number of people in its economic and philanthropic propaganda," says Mayor Baker.

In order to achieve this result, it is considered essential to attract the educational forces of the state. Artists and designers are invited to contribute to campaigns of a similar nature in the great cities of the country, and it has been decided to secure the services of the art professions in order to vividly present to the public the purposes of this organization.

The following prizes are offered for the posters: To artists over 18 years of age—First prize, \$100; second prize, \$40; third prize, \$20; fourth prize, \$10. To artists under 18 years of age—First prize, \$40; second prize, \$20; third prize, \$10; fourth prize, \$5.

The rules of the contest are: The size of the poster to be 18 by 24 inches; the material to be heavy Strathmore or its equal; the legend, "Own Your Home," must be included in the composition; any medium may be used; the drawing or poster is not to be signed, but artist is to accompany poster with his name and address in a plain sealed envelope; an exhibition will be held of all posters submitted; the artist who receives the most votes will be the winner; all artists must be delivered at the bungalow, corner of Fourth and Stark streets, on or before February 1, 1919.

Wedding Is Planned. Launching of the campaign will be featured by a "nure-enough" wedding when some young man, preferably one in the service, will be given an opportunity to acquire, not only a bride, but enough strictly Oregon products to furnish a home.

Plans for the wedding were perfected in the Mayor's office, where the campaign committee held a meeting yesterday.

Applications from persons desiring to play the leading role at the bungalow wedding will be received at the Mayor's office.

EASIER ELECTION SOUGHT

CHANGE PERMITTING STRAIGHT VOTE IS DESIRED.

Amendment Likely to Be Offered at Coming Session of Oregon Legislature.

Soms of "the boys" intend offering an amendment to the general election laws at the coming legislative session. This being known in advance will give added interest to appointments to the Senate committee on elections and privileges to which bills proposing alterations in the election laws will go.

The main change proposed is to get away from the task of carefully picking out the name of each candidate to be voted for and make one instead of a score or more of marks. In other words, the plan is to arrange the election laws so that a partisan can "vote 'er straight'."

In the past attempts have been made to print a straight party ticket for the convenience of the elector, but those undertakings have been vigorously opposed, champions of the Oregon system contending that they might lead to election scandals. They held further that voters are not strong enough in intelligence to select candidates for each office and take time to make the necessary crosses. How far the plan will go remains to be seen.

Epidemic Mars Celebration.

DALLAS, Or., Dec. 20.—(Special.)—No Christmas celebrations of any kind will be held in the Dallas churches this year on account of the Spanish influenza epidemic, which still has a grip on the city.

The ban is still on which makes it impossible to hold gatherings outside the individual family affairs.

PRODUCTION AGAIN INCREASED

Last month we manufactured 5,800,000 pounds of RIVETS, BOLTS and BOAT SPIKES. Can we serve you? NORTHWEST STEEL CO. Portland, Oregon

BANK CLERK WHO ROBBED EAST SIDE BANK, HIS CAPTOR, AND LOOT, PHOTOGRAPHED IN SAN FRANCISCO.



BANK MONEY RECOVERED

ARTHUR DAVIS DUE TO LEAVE SAN FRANCISCO TODAY.

Telegram Indicates That Youthful Bank Robber Spent Funds With Free Hand.

Chief Inspector Clark received a telegram yesterday from Inspector Hyde who is in San Francisco, announcing that he had recovered \$43,106 of the money and securities stolen from the East Side Bank of Portland. The detective said he would start back today if the case progressed satisfactorily.

One of the duties Inspector Hyde has to perform before his return is the selling of an automobile purchased by Davis in San Francisco. Reports from California indicate that the young man was spending his cash rapidly. Davis was arrested in San Francisco by Mrs. Lola G. Baldwin, formerly head of the Women's Protective Bureau in Portland, and an intimate friend of the Davis family.

Davis is charged with the theft of money and bonds and non-negotiable securities from the East Side Bank of Portland about November 1. He has confessed, the police say.

BRITISH SCHOONER WRECK

Captain Burns Leaking Pauline Martin to Protect Shipping.

NEW YORK, Dec. 20.—The British schooner Pauline Martin, leaking and sinking in mid-Atlantic before her crew was rescued, according to her skipper, Captain Wayne, and his six seamen, who are today aboard the Swedish steamship Elizabeth.

The Pauline Martin sailed from Seattle for San Francisco on November 8, with a cargo of salt. Her company was about ready to take to the boats when the Elizabeth hoisted a distress signal.

Captain Wayne burned his vessel, a craft of 298 tons, to prevent her becoming a derelict.

FOREIGN BANKS ADVOCATED

New York Representative Shows Need in Trade Expansion.

NEW YORK, Dec. 20.—America's great drawback in promoting trade with foreign lands has been lack of banking facilities, according to Major Florence H. Lee, Guardian representative from the Twelfth New York District, who spoke at a luncheon given in his honor at the Waldorf-Astoria today.

"There can be no stable trade until we Americans see the need of local banks in every land we trade in," he said. "Credits must be handled according to the laws and customs of each land. Long credits must be provided for."

ESKIMO MORTALITY HEAVY

1000 Deaths Estimated as Toll of Influenza.

NOME, Alaska, Dec. 20.—Estimates compiled by the health authorities and relief workers of the Bureau of Education here placed the mortality among the Eskimo population at Seward Peninsula, due to pneumonia resulting from Spanish influenza, at nearly 1000. Among the white population of Seward Peninsula there have been no deaths, except one at Teller, in several days. Conditions here today are improving rapidly, though the town is under rigid quarantine rules which forbid traveling, public gatherings and transportation of mails.

Russellville Grange Elects. Russellville Grange held its regular business meeting December 14, and the following officers were elected: Master, E. B. Gill; overseer, I. C. Pitman; lecturer, J. P. Welles; steward, O. H. Schwertman; chaplain, Mr. John Welles; secretary, Linette Lewis; treasurer, Mrs. H. A. Lewis; assistant secretary, Mrs. Edna Miller; Pomona, Miss Julia Nickelsen; Flora, Mrs. O. H. Schwertman.

John B. Yeon Recovering. John B. Yeon, Portland capitalist and superintendent of the Columbia River Highway, is recovering from an attack of influenza at his home in Columbia Park. Mr. Yeon was obliged to quit his office last Friday, and for a number of days was seriously ill. Members of his family last night reported Mr. Yeon out of danger, although it will be a few days before he can leave his home.

Influenza at Dallas Wanes. DALLAS, Or., Dec. 20.—(Special.)—Influenza continues to wane in this city. During the week only three new cases were reported by the local physicians. Two deaths have occurred, but a number of the patients, previously reported in critical condition, have recovered.

In Eastern Alabama stone it is estimated that the available water power still unharnessed represents the annual equivalent of 3,000,000 tons of coal.

TWO SHIPYARDS TO EXPAND

Plants Will Be Operated as Usual This Afternoon.

ACTION IS UNANIMOUS

Macy Agreement to Be Observed So Far as It Pertains to Working Hours.

Wood ship plants of the entire Oregon district, including those engaged on contracts other than for the Emergency Fleet Corporation, have announced their determination to continue operations this afternoon with as many men as wish to work, not recognizing the action of the Columbia River Maritime District Council in deciding in favor of Saturday holidays.

The stand of the Maritime Council was that the 44-hour week would work to the advantage of men now idle and ready to go to work, not recognizing the benefit of extra work each week.

Employers assert that the Macy agreement is now maintained by the Government through the Shipbuilding Wage Adjustment Board, provides for a 48-hour week, the same as has been worked, and they contend that any violation of the agreement will result in the men losing all retroactive pay from August 1, which is provided for in the second decision of the board that was given out in October.

Builders Are Unanimous. The indications yesterday were that the attitude of the builders for a full day with all men who cared to labor was general along the entire Willamette and Columbia rivers. At some plants it was reported that a partial curfew, indicating comparatively few men favored the step.

At the Grant Smith-Porter plant it was said that if there were not enough men on hand to continue the work others would be employed.

"We will sound the whistle at the usual time this afternoon, and at the customary hour," said Fred A. Ballin, of the Supple-Ballin plant. "I don't think many of our men are favorable to striking to work," said J. C. Knapp, of the Peninsula plant.

"Our plant will not quit and I feel there are really few men here who will either about the 44-hour week," said Arthur Mearns, of the Columbia Engineering Works.

Labor's Attitude Plain. "All men who are here on duty during the afternoon will have the opportunity," was the reply of Theodore Knudsen, of the Standifer wood yard, at Vancouver.

The Coast Shipbuilding Company is another that intends to keep the wheels going, and it is apparent that employers will resist the new idea, in affording their men opportunity to keep on, and while there is a question in the minds of some as to what percentage will actually work, the answer, in other words, fall to abide by the action of a majority, it is felt there will be no men to continue the full-week programme as the weeks pass.

On the part of labor it is argued that the men are entitled to Saturday afternoon of rest that employer can protect themselves on last time by adding more men to the force for the 44-hour week. Employers claim they are not employing the maximum of men on all ways and in ships, so any additions would be unwarranted.

Steel Workers Continue Holiday. Following the lead of the Maritime Council in continuing the Saturday half holiday the Bollemakers' Union has had in effect virtually since September 1, a full holiday. The Metal Trades council yesterday notified steel shipbuilders their men would cease work at noon today. It is intended to continue the week-end holidays, the steel workers using the same argument as the Maritime Council, that it will give work to unemployed.

Walter E. Beebe, vice-president of the Northwest Steel Company, said yesterday that because of the move of the company's plant, work would be done during the summer, the same as was done during the summer.

The Port of Portland dredge, Williamette, having completed work at Coffey Bay yesterday was ordered to a point off the St. Johns Municipal terminal where she will winter in color cut to 600 feet for a considerable distance upstream.

To undergo repairs necessitated by a collision with the steel freighter Westport, the Port of Portland steamer Pronto was shifted to the position at the Portland Shipbuilding Company yesterday. It is estimated that repairs will require two weeks.

Information from the Bremerton Navy-yard indicates that the Government does not contemplate an early return of the tug Osceola to Portland. The tug, which has been under charter of the Navy for several months, will be repaired at Bremerton and will be returned to the Government, but it is said no orders have been received to her effect.

Bound on her river trial, which is a six-hour run, the steamer Ashburn, built at the Supple-Ballin plant, left yesterday and will be taken to sea for a run of 24 hours, which is conducted by the Government after her acceptance from the builders.

Plans are under way for the Commission of Public Docks, a permit was granted the Northwest Steel Company to construct a warehouse, 135 feet long and 50 feet wide. The Albina Engine & Machine Works was granted permission to erect a platform, 50 feet long and 25 feet wide, adjoining its existing dock. Both steel plants have contracts insuring work during the coming year.

The Commission approved plans for the installation of the electric system at Pier No. 1, at the St. Johns Municipal terminal, which includes wiring on the pier and a series of lights along the roadway from Kellogg street to the pier. Bids will be opened December 31.

Abandoned. BALTIMORE, Dec. 20.—Cancellation of contracts for two mine sweepers, to be built here by the Baltimore Dry-docks and Shipbuilding Corporation, has been ordered by the Navy Department and plans that were made to start on them have been abandoned. Work on four war craft is still going on, because it has progressed to the point where two are near completion.

Officials of the company here deem it probable that changes will be made in the vessels to allow them to be used in commerce. The four under construction could be readily changed so as to be made fit for mercantile service, officials of the company say.

Territorial Liberation Wanted. PARIS, Dec. 20.—(Havas.)—The soldiers and workmen's congress at Berlin Thursday adopted a motion providing for the opening of negotiations with the allies for the liberation of occupied territory in order to prepare for the holding of elections next month.

Fuel Head Issues Appeal. WASHINGTON, Dec. 20.—An appeal to the anthracite mine workers to observe only Christmas day itself as a holiday during the coming week and to work industriously during the other five days was issued today by the United States Fuel Administration.

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RIVERS AND HARBORS TOTAL IS \$26,935,000

New Work Proposed Will Cost Nearly Nine Millions.

OREGON WELL CARED FOR

Coos Bay, Yaquina Bay and Coquille River Are Included in New Projects Reported.

WASHINGTON, Dec. 20.—More than 40 new improvement projects are included in the 1920 rivers and harbors bill which was completed tonight by the House committee. The measure carries appropriations totaling \$26,935,000.

For the new work which is scattered along the Atlantic and Gulf and Pacific Coasts, and the Great Lakes, the committee recommended an expenditure of \$3,765,000, while the cost of further improvements on existing projects amounts to \$15,220,000. Maintenance cost on other work totals \$2,945,000.

Purchase of the Chesapeake & Delaware canal and its deepening to 12 feet is the principal new project. An appropriation of \$2,000,000 is proposed.

The measure provides that the Government purchase the canal at an appraised price of \$2,514,000, the cost of changing from a lock to a sea level canal will cost \$5,000,000 according to estimates given by the committee, but the plan now is to make the appropriations yearly as the work progresses.

Among the appropriations for continuing existing projects are \$480,000 for silt diversion at Los Angeles and \$424,000 for the Columbia and lower Willamette rivers.

OREGONIAN NEWS BUREAU, Washington, D. C., Dec. 20.—Representative Hawley is assured by the rivers and harbors committee of the House today that the river and harbor bill will be reported tomorrow, and that it will contain all the Oregon items recorded by the Board of Engineers, a total of \$91,000 for projects in the first Congressional District.

There are three new projects: Coos Bay Inner Harbor, for 22-foot channel, \$10,000; Yaquina Bay, bar and harbor, \$180,000; Coquille River bar and entrance, \$84,000.

On the Yaquina and Coquille projects, the local interests pay dollar for dollar. On Coos Bay the local interests already have expended more than an equal amount. Maintenance of old locks will be provided for as follows: Columbia River, bar and entrance, \$120,000; Columbia and Lower Willamette, \$424,000; Coos Bay bar and entrance, \$180,000; Willamette, above Portland, \$27,000; Clatskanie River, \$2000. All these items are practically sure to be adopted.

Movements of Vessels. PORTLAND, Dec. 20.—Sailed at 3 P. M., steamer Hoyle, for San Francisco and Astoria.

ASTORIA, Dec. 20.—Arrived at 9 and left at 10 P. M., steamer Klamath, from San Francisco, via Grays Harbor. Arrived at 10 A. M., steamer Santa Barbara, from San Francisco. Arrived at 11 A. M., steamer Argyle, from Seattle. Arrived at 11 A. M., steamer General Barstler, for France.

SAN FRANCISCO, Dec. 20.—Sailed at noon, steamer Frank D. Stout, for Portland.

SAN FRANCISCO, Dec. 20.—Sailed at 3 P. M., steamer Washaw, for Portland. Arrived at 3 P. M., steamer Johan Paulsen, from Portland.

SAN PEDRO, Dec. 20.—Arrived: Auxiliary schooner Lasse, and steamer Klamath, from Columbia River.

COOS BAY, Dec. 19.—Sailed at 4:50 P. M., steamer Aurelia, from San Francisco via Buxley, for Portland.

SAN FRANCISCO, Dec. 20.—Arrived—Steamer Pasadena, from Albin. Sailed—Steamer Frank D. Stout, for Astoria; Astral, for China; D. G. Schofield, above; barge 93, for Seattle; Acme, for Bandon.

DAREN, Dec. 18.—Sailed—Steamer Melko Maru, for Seattle.

SEATTLE, Dec. 20.—Arrived—Steamers W. H. Boom, from San Francisco; Columbia River, from Darrak; Admiral Watson, from Southwestern and Southeastern Alaska. Departed—Steamer Northland, for San Francisco; Admiral Farragut, for San Pedro; Yukon, for Vancouver; Madras, for Southeastern Alaska; Brenco, for Honolulu.

TACOMA, Dec. 20.—Arrived—Steamer Alaska, from Alaska; Quadra, from Britannia Bay; steamer schooner Cello, from San Francisco; steamer Admiral Schley, from San Francisco. Departed—Auxiliary schooner Frank D. Stout, for Portland; steamer Cello, for Seattle; Quadra, for Britannia Bay; steamer Admiral Schley, for Seattle.

U. S. Naval Radio Reports. All positions given at 8 P. M., yesterday, unless otherwise indicated. FOREMITE, San Francisco for Seattle, 65 miles south of Cape Flattery. NORWOOD, barbound inside Grays Harbor. WAHKENA, Everett for San Pedro, 10 miles from Seattle. ADMIRAL DEWEY, San Francisco for Seattle, 100 miles from Seattle. LUCAS, Port Angeles for Richmond, 710 miles north of Richmond. LUCAS, for Honolulu, 660 miles off Cape Flattery. STOKANE, Wilmington for San Francisco, at East Bay.

STEAMER ASTORIA, for Vancouver, from Honolulu, 100 miles off Cape Flattery. LANSING, Vancouver for Port San Luis, 100 miles from Port San Luis. F. HERRIN, London for Galveston, 640 miles from London. WHITTIER, Port San Luis for Ocum, 30 miles from Ocum. RICHMOND and barge 95, Richmond for Bandon. Report, off Point Barrow, Alaska. D. G. SCOFIELD, Richmond for Point Wells, 70 miles north of San Francisco.

Columbia River Bar Report. NORTH HEAD, Dec. 20.—Condition of the bar at 2 P. M.: Sea, rough; wind, northwest, 4 miles. Clear.

"The Bayer Cross—Your Guarantee of Purity" Bayer-Tablets and Capsules of Aspirin contain genuine Aspirin. An unmarked white tablet is an unknown quantity. Therefore, for your additional protection—every package and every tablet of genuine Bayer-Tablets of Aspirin is marked with the Bayer Cross. Learn how to distinguish them—familiarize yourself with the Bayer Cross. Look for it on the tablets themselves. The trademark "Aspirin" (Reg. U. S. Pat. Off.) is a guarantee that the manufacturer adheres to the highest standards and supplies the most reliable Bayer manufacturer. Bayer-Tablets of Aspirin The Bayer Cross Your Guarantee of Purity