

NAVAL APPROPRIATION BILL TO BE PISHED

Early Passage of Needed Measure Is Expected.

FUNDS URGENTLY NEEDED

Action on Some Features of Present Bill May Be Postponed to Get Essentials Through.

WASHINGTON, May 13.—Arrangements to secure passage of the naval appropriation bill, which falls at the last session of congress, before July 1, were discussed today by Acting Secretary of the Navy Roosevelt with Senator Poindexter of Washington, prospective chairman of the senate naval committee. They agreed to urge the house naval committee to take up the bill in the form in which it was reported to the senate last week, including the senate amendments.

Senator Poindexter indicated that large questions of general naval policy might be left out of the bill in order not to delay essential appropriation legislation. He said the new three-year building program, the size of the permanent enlisted personnel and other matters of policy probably could not be determined definitely by July 1, when the appropriations would be urgently needed.

The navy department, it was learned, has not as yet formulated the final building program. It will urge Secretary Daniels and his three chief technical aides, Rear Admirals Taylor, Griffin and Easton, have been studying this question during the European trip from which they will return next Saturday. Final judgment of the department as to the Oregon coast artillery, battleship and battle cruiser construction in favor of composite craft having both speed and heavy offensive and defensive equipment, officials have explained, cannot be formed until the opinions of the experts have been considered.

DISCHARGE GIVEN SOLDIER

Coast Artillery Man Kept in France When Regiment Comes Home.

EUGENE, Or., May 13.—(Special.)—Private William E. Broder, of this city, who left Eugene at the outbreak of the war with the Oregon coast artillery, afterward being assigned to battery C, 5th coast artillery, and who has been kept in France since the 45th left several months ago, will finally receive his discharge after months of official correspondence, according to announcement here today.

Private Broder alleges that on account of ill feeling between him and one of the lieutenants and a sergeant in his battery he was transferred to the quartermaster department, just before his regiment left for home. He had gone through the entire Argonne campaign and, it is said, participated in the capture of the captain, the lieutenant and sergeant arranged for his transfer.

JOINT FESTIVITY PLANNED

Centralia and Chehalis to Unite in Celebrating Fourth.

CENTRALIA, Wash., May 13.—(Special.)—At a meeting held last night by Centralia business men it was decided not to celebrate the Fourth of July this year, but to lend local support to the celebration to be staged at Chehalis. It is planned to hold festivities in Centralia later for returning soldiers and sailors.

Plans for celebrating Memorial day were completed last night at a meeting held by committees of the C. D. Spencer post of the G. A. R., Spencer corps of W. B. C. and the General Lewis Wallace circle of Ladies of the G. A. R. The programme for both Memorial day and Memorial Sunday, May 24, will be announced the last of this week.

Obituary.

SEATTLE, May 13.—Charles L. Denny, prominent business man and youngest son of the late A. Denny, one of Seattle's founders, died here today.

CASTORIA For Infants and Children In Use For Over 30 Years

Always bears the Signature of J. C. Watson

LEMON JUICE FOR FRECKLES

Girls! Make beauty lotion for a few cents—Try it!

Squeeze the Juice of two lemons into a bottle containing three ounces of orobard white, shake well, and you have a quarter pint of the best freckle and tan lotion, and complexion beautifier, at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orobard white for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and how clear, soft, and rosy-white the skin becomes. Yes! it is harmless and never irritates.—Adv.

day. Mr. Denny was born in Seattle 58 years ago.

GADSDEN, Ala., May 13.—Representative John L. Burnett of the 7th Alabama district, for several years one of the leading members of the house and chairman of the committee on immigration in the last house, died suddenly tonight at his home here.

Funeral services for Dr. C. H. Rafferty, a pioneer of 1852, whose death occurred on Saturday last, were held yesterday afternoon at the chapel of the F. S. Dunning company. Hundreds of fellow pioneers were in attendance, while Washington lodge of Masonry attended in a body and afterward presided at special services held at Portland crematorium. The floral tributes were many.

Rev. W. MacHenry, pastor of Mount Tabor Presbyterian church, delivered the funeral message. Mrs. Lulu Dahl Miller sang "Crossing the Bar" and "Beautiful Isle of Somewhere." Pallbearers were A. W. Lambert, W. J. Sally, J. J. Kadderly, Edward Gray, H. H. Newhall and S. Keenan.

Mrs. G. H. Duncan of the Morton apartments has received word of the sudden death of her niece, Mrs. W. B. McCroary Jr., in Los Angeles May 11. Mrs. McCroary was the daughter of Senator B. A. Hutchinson of Spokane and had made her home in Los Angeles since her marriage in 1915. She died from injuries received in a fall from an orange tree.

Mrs. Duncan will attend the funeral, which will be held in Spokane next Monday.

FOREST GROVE, Or., May 13.—(Special.)—Stephen Morgan, a veteran of the civil war, died here yesterday. He was born in Cleveland, O., October 11, 1837, and moved with his parents to W. Va. in 1847. He entered the service of his country March 7, 1862, in company H, 13th Wisconsin Infantry, until the close of the war. In 1868 he married Miss Addie Storms at Fondulac, Wis., who died September 16, 1908. Three children survive him—L. L. Morgan of Portland, A. P. Morgan of Atlanta, N. C., and Mrs. Emma Blum of Cherry Grove, Or. In 1916 he married Miss Margaret C. Stillwell of Forest Grove, who survives him.

HUGE SHIP ORDERS LOOM

(Continued From First Page.)

meistic programme. If we depended on foreign orders, the shipyards would have to shut down.

CONCESSION COMES TOO LATE

Portland Yards Already Reducing Forces, Say Executives.

Immediate duplication of government orders for the ships now being constructed in the Portland yards, followed by contracts for larger vessels in a reasonable time, then being able to obtain foreign contracts, might bridge the gap for steel shipbuilders, but simply the lifting of the ban on foreign orders now is not a remedy that will save the plants for disorganization of their forces.

That is the viewpoint of yard executives, who see in the action of President Wilson a concession that has come too late. The Northwest Steel company, the first plant organization to undertake steel ships in the city, and which has turned out more vessels to date than any of the others, will begin the fabrication of the steel for the last ship in a few days, consequently there has been pruning in the shop force, the former strength of about 1000 men being lowered to 800. In the yard there are from 300 to 400 men less than were employed at the peak of the work recently. As compared with the number that must be let go next month, reductions so far rare said to be hardly "a starter."

The Northwest Steel company, Columbia River Shipbuilding corporation and the Albina Engine & Machine works have refused foreign contracts since the signing of the armistice. The Northwest is credited alone with having declined to accept steel ship business aggregating 250,000 tons, which is within about 65,000 tons of sending programme to date of 28 vessels. The Columbia River yard had opportunities and within the past month the Albina Engine & Machine works had been compelled to decline to name figures on steel ships for buyers abroad.

A telegram received yesterday by shipbuilders from Edward S. Hurley, chairman of the shipping board, quoted part of a letter being mailed to builders of the United States, asking that they modify construction costs on a peace-time basis, and that he was satisfied the plants can be kept going.

FOREIGN CONTRACTS ARE EYED

Tacoma Plant Managers Anxious to Get New Business.

TACOMA, May 13.—Two Tacoma shipbuilders when told President Wilson had ordered the ban of foreign contracts lifted, announced today they would immediately go after foreign contracts. The Foundation company, which built two wooden vessels a month for the French government and which was forced to close down when the government ordered its ships built on foreign account, will decide its future course "are probably Saturday."

Four out of five of the Wood's shipyards announced their intention today of ceasing operations soon as their present government contracts are completed in the belief that they will be unable to compete with foreign yards in constructing wooden vessels.

Albany Pastor to Go to Convention.

ALBANY, Or., May 13.—(Special.)—Rev. Dr. George H. Young, pastor of the First Baptist church of Albany, will leave here tomorrow to attend the annual Northern Baptist convention in Denver. He expects to spend two weeks on the trip. Dr. Young is chairman of the Lincoln county chapter of the Red Cross and was active in various branches of patriotic service during the war.

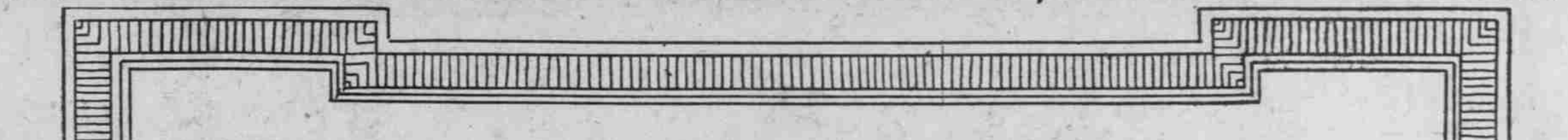
Aviation Club to Build.

SPOKANE, May 13.—Plans for the erection of a clubhouse at Parkwater, a suburb, near a private aviation field, were announced today by members of the Officers Aero club, formed of former commissioned officers of the aviation service of the army. The club is the social department of a recently formed air squadron which is being recognized by the Washington national guard.

April Fire Losses \$426,750.

SALEM, Or., May 13.—(Special.)—April fire losses, exclusive of Portland, amounted to \$426,750, according to the monthly report of State Fire Marshal Wells, which was issued today. The report shows that at least two of the 32 were of incendiary origin. One-half or 16, of the total number of fires were in dwelling houses.

Drink a cup of Naraya tea every day. Closset & Devers, Portland.—Adv.



When You Buy a Waltham Watch You Own the World's Leading Railroad Watch

There are more Waltham Watches in use by the railroads of the world than all other makes of railroad watches combined.

This fact alone proves with certainty that the Waltham Watch possesses distinctive and superior mechanical and time-keeping merit or this assertion could not be made to-day.

You will remember that the horological commissions of the world's leading nations, one and all, chose the Waltham Watch. That they did not decide on any other watch is of great value to you in choosing your watch. If they had decided on any other, it would have proved diversity of opinion, and you would not have had this valuable help to guide you when making the decision—what watch to buy.

These commissioners were trained watch men. They were chosen by their respective governments because they knew the works of a watch. They were not to be misled or guided astray by a fancy golden case that might hide a poor movement. Oh, no—they knew.

These watch men took the works of the world's watches apart—they laid the various pieces side by side—they tested the materials of which they were made. They

noted the principles of their construction—how one maker did this, and another maker that. And after these watches were built up again they tested them for time-keeping.

That's what you buy a watch for—time-keeping—dependable time-keeping, year in and year out. And that is just what these wise watch experts were after. They knew that the works were the watch, not the case that held them. Clothes may make the man—but it's the works that make a watch.

Then, after these watches had run awhile, they discovered that the Waltham Watch gave certain results which placed it first in comparison with the other watches. It met the test in a supreme way. It did not excel in one particular at the expense of another. It was of such uniform high rating that it defeated its competitors in everything, and the decision was unanimous in favor of WALTHAM.

These horological experts were from different countries, and they fulfilled their tasks of finding the world's best railroad watch at different times.

Please remember that in these tests Waltham defeated every other watch. There are many people who imagine that the Swiss watch is supreme. And there are thousands upon thousands of people who wish they had never bought one.

These skilled watch experts saw how Waltham Watches are made, what they are made of and in what scientific respect they are different from all other watches in the world.

Waltham Watches have now been made for nearly three-quarters of a century, and American genius and mechanical skill have discovered how to do things better than they are done abroad.

One instance will suffice. The balance wheel of a watch is a vital part of its time-keeping. It must keep its sphericity and its size. It is well known that metal expands and contracts in response to heat and cold. As a watch is carried into varying temperatures it is important to offset this resultant danger.

Waltham horologists designed a balance wheel of brass and steel, so forged, hardened and tempered that the static principle of one metal counteracts, in exact ratio, the elasticity of the other—that is one reason why Waltham Watches are such noted time-keepers.

We are giving the public a series of inside facts in the national magazines about the material and mechanical superiority of the Waltham Watch—facts that no other watchmaker in Europe or America can equal or deny.

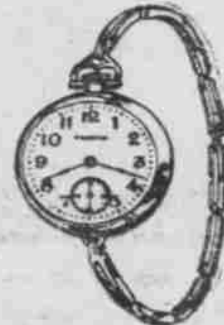
And it's never been done before—but there is no reason why a man should not know something about the "works" of his watch just as he does about the mechanism of his automobile.

One thing is certain—when you buy a Waltham Watch you not only buy the world's leading railroad watch, but a watch which in material and mechanism possesses fundamental superiorities which insure you a watch to be proud of now and for many years to come.

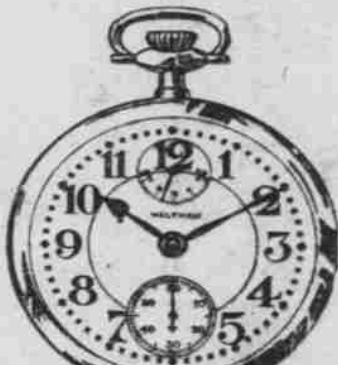
Go to any Waltham dealer—and that means the leading jewelers in this city—and he will show you Waltham Watches ranging in price, for gentlemen, from the Cadet Strap Watch, with gold covered back, at \$22 up to the Waltham Premier Maximus at \$530. And, for ladies, the Jewel Series from \$31.50 upward to that exquisite watch (its movement is actually smaller than a case in diameter) which sells from \$150 to \$1,000 or more—according to the case.

In this series of Advertisements the following Waltham Watches will be Featured:

- 10 Ligne (Ladies) \$68 and up
Men's Opera \$58 and up
7 1/2 Ligne (Ladies) \$150 to \$1,000
or more, depending upon the case
Colonial A (Men's) \$135 to \$255
or more, depending upon the case
Jewel Series (Ladies) \$31.50 and up
Colonial Series Riverside (Men's) \$68 and up
Vanguard Railroad Watch \$52 and up
Cadet D. S. Gold Back (Strap) \$22 and up
Colonial Royal (Men's) \$51 and up
No. 1420 (Men's) \$34 and up



Waltham Jewel Series With detachable bezel and patented disappearing eye case \$35.50 and up



Waltham Vanguard The World's Finest Railroad Watch 23 and 19 jewels \$52 and up

WALTHAM THE WORLD'S WATCH OVER TIME

CAPTAIN W. H. HARDY 84

MANY CONGRATULATIONS UPON BIRTHDAY RECEIVED.

Naval Veteran Declares He Never Smoked or Drank in His Life. Two Sons Are His Pride.

Captain W. H. Hardy was kept busy yesterday receiving congratulations on the 84th anniversary of his birth. The sole survivor of the Perry expedition to Japan has lived at the present end of the King's Heights street here since he retired from the sea in 1885. Captain Hardy first came to Portland on a trip in 1858 and called out of this port for more than a quarter of a century.

One of the captain's happiest moments yesterday was when he shook hands with Judge M. C. George, whose 70th birthday was celebrated yesterday. The two have been exchanging birthday congratulations for years.

The veteran is as nimble today as he was when sailing before the mast. He takes an active part in everything in which he engages, and clad in his old naval uniform, he is a conspicuous figure in every sort of patriotic demonstration. When the 89th coast artillery

returned from overseas, some time back, it rained hard during the parade, but the captain trudged along enjoying himself. "Captain, hadn't you better get out of the procession and seek a drier spot?" asked a lieutenant of the 6th. "I never quit in my life," was the answer of Captain Hardy, who finished with flying colors.

University of Oregon Violin Instructor Gives Concert

Robert Louis Barron Makes Debut in Portland at Auditorium.

ROBERT LOUIS BARRON, professor of violin in the University of Oregon, made his debut as professional concert violinist in this city, in the auditorium of the central library building, last night. His programme was an exciting, ambitious, excellent one, of many schools and moods.

Mr. Barron is a talented violin player and soon gave ample evidence that by his fine execution and skill in arranging a programme he can make a violin recital interesting and profitable to hear. In tuition, Mr. Barron has studied with the best masters, Bernhard Listemann and Max I. Fieshel. Recently, he was assistant conductor of the Young People's symphony orchestra, Chicago, and afterward made an American concert tour, where, in little more than one-half year, he played at 45 concerts. As a result of this faithful study and also appearances in public recital, Mr. Barron has gained finish, poise, authority and love by tone in violin art that is highly commendable. He plans to locate in this city next July.

It was a refreshing, restful pleasure to listen to Mr. Barron's rendition of the graceful, noble "Concerto No. 4, in D major," by Mozart, in three movements, with cadenzas by Edward Herrmann. There is positive, beautiful tone in this concerto, and it was a musical delight to hear it again. The Max Bruch "Concerto No. 1 in G minor" gave Mr. Barron an opportunity to display his cultured technique and light-

ning finger-work. Bruch is dull and heavy in this concerto, while Mozart is sweet and graceful. However, apart from all this, Mr. Barron played it well and gave a good interpretation of its message.

In the latter groups Mr. Barron played easier, more tuneful music, interpreting Kramer, Horowitz, Schibert-Elman, Paganini-Brown, Svendsen, and Wieniawski. Mr. Barron was cordially received by a large audience. The piano accompanist was Miss Ida May Cook, who played with excellent ability and musical skill.

RIGHTS FOR NEGROES AIM

Campaign Begun to Win Legal Privileges for Colored Race.

NEW YORK, May 13.—Announcement of a country-wide campaign to enroll 100,000 persons "to defend the constitu-

tional and legal rights now denied more than four-fifths of the negro race in America" was made tonight by the National Association for the Advancement of Colored People.

"To make America safe for Americans," the association has adopted the following programme:

A vote for every negro man and woman on the same terms as white men and women. An equal chance to acquire the kind of an education that will enable the negro everywhere wisely to use his vote. A fair trial in the courts for all crimes of which he is accused, by judges in whose election he has participated without discrimination because of race. A right to sit upon the jury which passed judgment upon him. Defense against lynching and burning at the hands of mobs. Equal service on railroad and other public carriers, including sleeping, dining and Pullman cars. Equal right to use of public parks, libraries and other community services for which he is taxed.

An equal chance to a livelihood in public and private employment. Phone your want ads to The Oregonian. Phone Main 7070, A 6995.

STRENGTH FOR YOUNG MOTHERS

How Lydia E. Pinkham's Vegetable Compound Restores Health and Strength.

Lansing, Mich.—"After the birth of my child I was not able to stand on my feet. I was so weak I could not get up. I suffered such pains in my back I could not work or hardly take care of my baby. One of my neighbors recommended Lydia E. Pinkham's Vegetable Compound. I took it and used Lydia E. Pinkham's Sanative Wash, and I got better right away and was soon a new woman and could work hard, and I can recommend these remedies to other young mothers who are weak and ailing as I was."—Mrs. ORA O. BOWERS, 621 S. Hosmer Street, Lansing, Mich.



Women who are in Mrs. Bowers' condition should not continue to suffer from weakness and pain—but profit from her experience and give this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, a trial.

For suggestions in regard to your condition write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of their 40 years' experience is at your service.

WHEN BUYING ASPIRIN ALWAYS SAY "BAYER" Ask for "Bayer Tablets of Aspirin" in a Bayer package—marked with "Bayer Cross."

Don't buy Aspirin tablets in a pill box. Insist on getting the Bayer package with the safety "Bayer Cross" on both package and tablets. No other way! You must say "Bayer." Never ask for merely Aspirin tablets. The name "Bayer" means you are getting the genuine "Bayer Tablets of Aspirin," proven safe by millions of people. Beware of counterfeit! Only recently a Brooklyn manufacturer was sent to the penitentiary for flooding the country with talcum powder tablets, which he claimed to be Aspirin.

In the Bayer package are proper directions and the dose for Headache, Toothache, Earache, Neuralgia, Rheumatism, Lumbago, Sciatica, Colds, Grippe, Influenza-Colds, Neuritis and pain generally. "Bayer Tablets of Aspirin," American made and owned, are sold in vest pocket boxes of 12 tablets, which cost only a few cents; also in bottles of 24 and bottles of 100—also capsules. Aspirin is the trade mark of Bayer Manufacturing of Monoaceticacidester of Salicylicacid.