Father O'Hara Says Commissioners Have Little Time to Reply to Attacks.

Reasonableness of Rulings Is Declared to Be Proved by General Compliance of Employers Without Objection.

Editor.)-I wish to take advantage of a little pause in the work of the Industrial Welfare, Commission to say a word in regard to some current mis-representations concerning the extent of the Commission's powers and the tendency of its rulings. That no em-phatic protest has been voiced hitherto against these misrepresentations is to be attributed to the fact that the Com-mission, a non-paid body, devoting several days a week to the work de-volving upon it, has been too much occupied with the performance of its proper duties to enter upon a public

From a score of misleading state-ments I shall select for my present purpose several which are particularly ofounded and mischievous, 1—It is charged that the Commission

has autocratic and unlimited powers.
No statement could be at greater variance with the truth. The Commission is utterly devoid of arbitrary power.
It cannot even initiate a ruling except in the case of minors. It must call a conference of employers and employes and can act only on their recommendations. The procedure of the Commission, as provided by the law, is most moderate and democratic. Indeed, it was precisely because of the essential responsibleness of its mosthed of conreasonableness of its method of con-ferences that the measure received the unanimous indorsement of the board of

2—It has been stated repeatedly in print that the law requires employers to pay a fixed minimum to all workers, whether experienced or not. This would be a serious criticism if it were true. But it lacks even the shadow of truth, as reference to section S of the law would have made clear to anyone who was seeking to know the facts. The act makes special provision for "learners and apprentices," as it does also for "those crippled by age or otherwise." Moreover, the minimums fixed are "rates" per week and not "amounts" to be paid regardless of whether the employe works six days or only three.

3—Class discrimination is charged when there is a question of feature.

Work on Goldsmith Hill was first printing that the project completed.

The point where the attack is made to the hill is directly at the end of the Westover carline. Persons familiar with the former work will miss many features of that operation in the completion of the last unit. The big trestle, a mile long, and 100 feet high, has been torn down. In its place, tunand nearly 1000 feet ling has been constructed into Balch Gulch.

Through this tunnel, the supply pipes bringing the sludeing water, and the significant recarried underground to Balch Gulch, and down the sides of the gulch is found that the first of the carline. Persons familiar with the former work will miss many features of that operation in the completion of the last unit. The big trestle, a mile long, and 100 feet high, has been torn down. In its place, tunand nearly 1000 feet ling has been constituted into Balch Gulch.

Through this tunnel, the supply pipes bringing the sludeing water, and the significant with the former work will miss many features of that operation in the complete with the former work will miss many features of that operation in the complete with the former work will miss many features of that operation in the complete with the former work will miss many features of that operation in the complete with the former work will miss many features of that operation in the co

T-Class discrimination is charged when there is a question of framing started three years ago. Note than diverse regulations for different occupations. As a matter of fact, the Ore-gon 10-hour law for women, which has been upheld by the United States Supreme Court, applies only to certain

While in progress, this work was one

While in progress, this work was one may be inconsonable in another, and, tended its tracks to the vicinity of the further, it may happen that hours which are in themselves undesirable have to be permitted from the necessities of the case, as night work in telephone offices and restaurants, while they may very properly be prohibited in factories, stores and laundries, draulic earth fill dam for a power comwhere no such necessity can be alleged. | pany.

Insularity Is Charged. 4—In this connection it is often said that it is all very well to regulate the number of hours daily which a woman may work, but that it is an absurd may work, but that it is an absurd favasion of private rights to say that she shall not be employed in certain occupations after a given hour at night. Indeed, certain persons have grown facetious over the fact that "working girls" may "rag" until the wee hours of the morning, but may not be employed in stores after 5 P. M. The deligite point of such humar consists in delicate point of such humor consists in revealing the insularity of mind which may be induced even in a humorist by total lack of information as to the so vial movements which are going forward outside our own country. The United States choys the proud dis-tinction of being practically the only civilized nation except Russia which does not regulate the night work of women. Only last week 16 nations of Europe, with concerted action, further restricted night work for women. We do not suppose that the bracketing of the United States with Russia at the bottom of the list of civilized nations will tickle our sense of humor to hi-

larity.
5. Protest is raised against the es-5. Protest is raised against the establishment of a minimum wage rate on the ground that it requires the employer to pay a definite sum whether his business can afford it or not. The principle involved is that any industry which does not pay its employes a living wage is parasitic in character and a rotten member of the body econamic. It is self-evident that the sum total of industries must support the whole body of workers. The least that any industry can legitimately do is to support its own employes. Any industry which does not do so is a burden upon the industrial system. The deupon the industrial system. The demand is that a living wage be made a first cost on industry. An employer does not begin to count his profits until he has paid his rents and interest on borrowed captiel. Why should the wages which keep the laborer from starvation be accounted lower than the rents of the landowner or the interest of the money-lender?

Charge of Radicalism Denied.

Finally, it is said that the Comforcing rulings regardless of their detrimental effect on industry. This would be lamentable if it were true; it is, however, absolutely false. It is the purpose of the Commission to promote the best interests of industry. No member of the Commission is so fatuous as to suppose that the welfare of em-ployes can be secured by crippling legitimate business enterprise. In calling conferences, the Commission has made every effort to secure the services o. the most representative men in the various industries, and it is a matter of record that the employers in the con ferences have unanimously supported the recommendations which the Commission has adopted and made mandatory. In view of this easily ascertainable fact, the charge that the Commission is ruled by radicalism is seen to unrelleved buncombe,

To a person who thinks that human labor is merely a commodity. Ilke corn or cotton, the wage legislation must indeed seem radical. I listened to an able attorney some days ago who eloquently maintained this equality of labor and it reflected: "These are high sentiments to come from the lips of those who would be leaders in our American democracy;" I listened with amagement of extense who would be leaders in our American democracy;" I listened with amagement and ever-growing astonishment to his plea that as the price of hogs at the

slaughter-house is fixed by the law of supply and demand, so the same law should be left free to determine the recompense for the daily labor of womperpetulty of the race and the future of

men has no quality superior in kind to the labor of the beast yoked to the plow; and consequently wage-earners are on a parity with me beasts of bur-den, for their labor is their sole justi-fication. This horrible and revolting doctrine cannot be repudiated by any-one who denies that the state can insist on "wages at least high enough to insure the worker under normal living conditions sufficient food and healthy housing." How much nobler was the LIMIT OF POWER IS SHOWN

doctrine of the immortal Lincoin, who said: "To secure each laborer the whole product of his labor, or as nearly as possible, is the worthy object of any government."

COST FIXED AT \$100,000

The real radicalism which is going to the real radicalism which is going to injure industry is not that which vindicates to working women a right to a living wage, a right which is gladly recognized by the vast majority of employers. The radicalism which industries should fear is the radicalism of unregulated greed, with its contemptible and picayunish policies, especially toward employes who are unorganized; greed, with its cry for dividends and its contempt for humanity. Who will venture to assert that the entire product of a certain fruit packing plant on the East Side for any measurable pe-riod of years will compensate for the industrial disturbance, class hatred, so-cial strife and cost to taxpayers which were occasioned by an unregulated and irresponsible wage scale, and which have sorely vered this community for six months and whose end is not yet?

EDWIN V. O'HARA.

HILL GUTTING RESUMES

Gallons of Water in 24 Hours Ent Into Goldsmith Embankment.

Tearing out sand, gravel and boulders by the toh, the big hydraulic giants renewed their atack on Goldsmith Hill yesterday morning for the first time in 12 months, beginning on what is to be the last unit of Westover Torraces. The giants will throw 6,000,000 gallons of water against the hillside each 24 hours

while in progress, this work was one occupations, while others, such as cashers in moving-picture establishments, to not come under its provisions. But it will be evident to anyone who reflects on the matter that the hours which are reasonable in one occupation may be unreasonable in another, and, the component of the sights of Portland. It became would gather to see things move. Hundreds would gather to see the giants work light & Power Company has now extended its tracks to the vicinity of the

800 SCHOOL CHILDREN TO JOIN IN PORTLAND EVENT FRIDAY.

Festival Programme, Celebrating Big Crops, Will Be Staged in Gipsy Smith Tabernacle at Night.

Six hundred school children of Portand will participate in the first Harvest Festival given under the auspices of the Recreation League of Portland, at the Gipsy Smith Tabernacle Friday

The children are being drilled for the event under the direction of Pro-fessor Robert Krohn. The prepara-tions have been under way for nearly two months and the children are now letter perfect in their parts. The final rehearsal will be held Wednesday

The Festival is to be free to all who

The Festival is to be tree to an care to attend, and is the preliminary entertainment in a series that the league contemplates.

Mrs. Stella W. Durham, secretary of the Recreation League, in giving out the programmes yesterday, said: "The the programmes yesterday, said. The giving of a Harvest Festival is an attempt to revivo the spirit of rejoicing over a successful harvesting of the crops that has been observed by all mations throughout the history of the world. European and Oriental nations have their folk festivals handed down from generation to generation. In America we have no folk traditions. The children in the schools here are of all nationalities, so that in order to celebrate in a way that is typical we must use the ways of expressing the spirit of rejoicing of many peoples.

"This programme for the Harvest Festival is a demonstration of the new held at Seattle tomorrow and be presday life of American children-a com-

DEBATERS TRY FOR TEAM

ALBANY, Or., Nov. 15.—(Special.)—
To choose its debaters for interscholastic contests during the school year, the Albany High School will hold its final debating tryout next Wednesday afternoon. Six debaters will be selected to

form two teams. To a person who thinks that human labor is merely a commodity, like corn or cotton, the wage legislation must indeed seem radical. I listened to an able attorney some days ago who eloquently maintained this equality of labor and merchandise in one of our courts, and I reflected: "These are high sentiments." There are high sentiments.

M'INDOE ASKS NEW DREDGE EQUIPMENT

Pumps for Chinook Are Recommended.

Improvements Will Double and May Treble Capacity, Is Belief of Experts-Overhauling Is to

Be Done Soon.

Major McIndoe, Corps of Engineers, United States Army, will forward to Washington tomorrow recommenda-tions for the installation of two 30-inch suction pipes or drags on the dreage Chinock, with pumps of corresponding capacity, operated by two engines of 1000-borsepower each. This action re-sults from his determination to provide the best facilities within his reach to increase the depth on the Columbia River bar. The programme is a radi-cal change from that first mapped out, when 20-inch equipment was considered, that being the size in use, and the diameter later was increased to

24 inches. WORK BEGINS ANEW ON LAST UNIT

OF WESTOVER TERRACES.

OF WESTOVER TERRACES.

Hydraulie Giants Throwing 6,000,000

The cost of the improvement will be about \$100,000. As soon as the plan is approved by the chief of engineers, preliminaries will be hurried so that bids may be received and contracts awarded. It is estimated that the new succession will deathly the contracts awarded. It is estimated that the new succession will deathly the contracts awarded. suction pipes alone will double the ca-pacity; and both the 30 and 20-inch can be used when weather conditions are favorable. It is said by experts that at such times the Chinook can be loaded with material from the bar in one hour while now these hours.

one hour, while now three hours are required for filling her bins.

The pumps now in place, numbering two, are worked by engines of 500 horsepower. It is believed that if authorization is received this month the Chinock will be ready to return to the har May 1

water against the ministed each 24 hours a day, to return to the work will continue for 24 hours a day.

Six days in the week, until the whole controlled. The bid of \$10.584 by the print that the law requires employers are fived minimum to all workers.

Water against the ministed each 24 hours a charment to the work will continue for 24 hours a day. In estimating the expenditures the controlled. The bid of \$10.584 by the view of the print that the law requires employers are fived minimum to all workers. Washington yesterday authorized Major McIndoe to formally place the order. Notice probably will be given the contractor tomorrow. As soon as the Port of Portland dredge Columbia is off the drydock, on which she will be lifted today for examination, the Chinook is to be raised. Her propellers, tail shafts and stern bearings will be removed so work on them can be carried on in shops, and she will then be floated, to remain in the water until the gear is ready to be replaced. The overhauling is to be finished in 35 days,

JETTY ROCK BARGES LOADED

North Trestle to Be Protected for Length of 800 Feet.

Rock is being loaded on barges at Fisher's quarry for transportation to the north jetty at the mouth of the Columbia. As a total of 800 feet of trestle has been built Major McIndoe is anxious that it be fully protected from Winter storms and sufficient rock

is to be dumped for that purpose. It is not intended to continue operations during the entire Winter.

If the Port of Portland dredge Co-lumbia is deemed in fit condition to be returned to the lower harbor she will complete the channel to the north of Sand Island which will parmit rock all times. For the present they are to be shifted across only when tides are favorable. Derricks are being erected on the receiving dock at Fort Canby, so the material can be holsted into cars. Tracks are laid and the transportation arrangements completed so deliveries from the dock will be rapid. Besides the Government is uninto cars. covering rock on the reservation there that will serve to fill in between the large rocks sent on barges.

DEN OF GLAMIS IS CLEARED

Shipments in Cargo, On the Royal Main liner Den of Glamis, which is on her way from Port-land to cities across the Pacific with Europe as her final destination, are shipments for more than a dozen ports. The valuation of her entire cargo is \$31,115. The largest collection of consignments is flour, aggregating 21,788 barrels and valued at \$87,153. For Yokohama are 1000 bales of hides and 6666 bushels of wheat. Kobe merchants are to receive 500 bales of hides, 95,000 feet of lumber, 18,330 bushels of wheat and 1125 barrels of flour. For Vladivostock are 10 cases of crackers and 25 cases of breakfast food; Singa-pore, 140 cases of salt fish; Bombay, four cases of dried prunes; Durban, four cases of dried prunes; Osaka, two cases of dried prunes; Hankow, one case of dried prunes; London, 1145 barrels of flour; Cebu, 1600 barrels of flour; Manila, 1393 barrels of flour and 200 cases of lard compound; Hongkons, 18,000 barrels of flour, and Mojl, 1125 barrels of flour.

"BIG THREE" MANAGER HERE

ent when the steamer Bear was on th play life of American children—a com-bination of many kinds of games and felk dances borrowed from many na-tions and now enjoyed by all Portland children."

An interesting feature of the pro
ent when the steamer hear was on the graydock, G. L. Blair, general manager of the "Big Three" fleet, reached the city yesterday. He expects to remain about a week.

Mr. Blair says repairs to the steamer

gramme will be the tableaux arranged by the Portland Art School, depicting famous harvest scenes. There will be quired rush work to get the vessel in two of them, Millet's "Gleaners" and Brangwyn's "Return From the Promised Land."

Beaver, damaged October 30 in collision with the steamer Nocanicum, required rush work to get the vessel in service again, there having been three frames and as many deck beams broken, as well as more than 20 plates service again, there having been three frames and as many deck beams brok-en, as well as more than 20 plates damaged, but Captain Mason will take her from San Francisco to Los Angeles, sailing tomorrow, and she will be on schedule once more. The steamer Rose Retention of Philippines Will Be Issue at Albany College Contest.

City, due here Tuesday, will be inspected at Portland for the first time and it is intended to have the Bear and

been reported to J. H. Barbour, United States Immigration Inspector.

The deserters range in age from 18 to 39 years and their names are as follows: Onada Narianu, Fujimo Takasalii, Kuroki Kaiko, Shimoto Yoichi, Sodoguchi Yutaka, Nishimura Sackei, Arikane Chojiro, Nishima Genji, Sonodo Shoji and Akazaki Shigco. The men previously served on a Japanese trainpreviously served on a Japanese training ship and are said to be more intelligent than a majority of sailors from the Mikado's ships. Watchmen were employed on the Orotava, but the Japs eduded them.

BLAZE ABOARD THE HINEMOA Coal Stored in Forepeak Ignited

From Combustion.

Fire aboard the British ship Hine-moa at 2:30 o'clock yesterday morning, which broke out in her forepeak, where about 18 tons of coal was carwhere about 18 tons of coal was car-ried to be used in the galley, resulted in damage to stores that will reach several hundred dollars. A survey will be held this week. The fire is thought to have originated from spon-taneous combustion.

The fireboat David Campbell re-

sponded to an alarm from the North Bank dock, also Engine Company No. 25. The blaze required two hours' work to extinguish and Captain Harry Pollock, of Engine Company 26, was almost overcome by gas from the burning coal. The vessel is discharging general cargo that was loaded at Newcastle-on-Tyne, consigned to Meyer, Wilson & Co. She will load outward with wheat with wheat.

Steamer Chester at Toledo.

TOLEDO, Wash., Nov. 15.—(Special.)
-The steamer Chester, which has not een seen at the local dock for months, arrived here this week with Captain Krause at the wheel and most of the old orew aboard. The boat has been overhauled and much improved since its last trip here and now draws but 12 inches of water. The coming of the Chester has been awaited by the farm-ers, who have many tons of grain for shipment by beet shipment by boat,

Marine Notes.

Carrying lumber for California the steamer Daisy Gadsby salis this after-noon from Inman-Poulsen's. Bound for Rogue River the gasoline schooner Randolph is scheduled to be piloted down the Columbia today. Comyn, Mackall & Co. have fixed the bark Osterbek to load lumber at a North Pacific port for the West

Last of the lumber cargo of the British tramp Strathness is to go aboard at Rainier tomorrow and she will be cleared for Australia.

Bringing coal as ballast, which she took on at Salaverry, the British ship Segura was towed into the harbor yes-terday and berthed at the Pacific Coast bunkers.

On her malden voyage to Portland the steamer Daisy Putnam, of the well-known fleet of "Daisy" steam schooners, is due here today with a full cargo from San Francisco, consigned to the Dodge interests.

To inspect O.-W. R. & N., carriers operating on the Snake River and Coeur d'Alene Lake, "Captain" Budd, superintendent of the water lines of that corporation, departed for Lewiston and other points last night.

Completing loading lumber cut for her at the Portland mill today the new Grace liner Santa Clara is to shift through the bridges to the plant of the Union Oll Company and there replenish her fuel supply. While filling her tanks, timbers will also be loaded from the stream to finish her deckload. In tow of a tug the British bark Thistlebank, which put into Port Townsend last week from Buenos Ayres, short of provisions, left there yesterday for the Columbia River. She

loads wheat here under charter to the Portland Flouring Mills Company. Preparatory to starting her wheat cargo the French bark Ernest Legouve hauled across the stream yesterday from Mersey to Montgomery dock No. 2 The Werner Vinnen was towed into the harbor from Linnton and made fast at Oceanic dock.

will complete the channel to the north of Sand Island, which will permit rock barges to be towed to Fort Canby at all times. For the present they are to be shifted across only when tides are favorable. Derricks are being a shifted to Ainsworth dock. As she shifted to Ainsworth dock. sails south tomorrow afternoon and is to work a full cargo a large force of longshoremen will be employed today and tomorrow.

Arriving yesterday from Honolulu, after a voyage of 28 days, the barkentine Irmgard was ordered towed to the Clark & Wilson mill, at Linnton, where she takes on a lumber cargo for Australla, under engagement to Comyn, Mackall & Co. The barkentine Georgina Liner Gets Away With Numerous

Shipments in Cargo.

Mackari & Co. The barkentine Georgia
goes from the public drydock to the
Pertland mill today, where she works
lumber. Her crew was paid off yesterday at the Custom-House.

MARINE INTELLIGENCE. Steamer Schedule. DUE TO ARRIVE.

	Rose City San Pedro Nov. 17 Beaver Los Angeles Nov. 23	d
9	Tucatan. San Diego Nov. 23 Alliance Eureka Nov. 23	1
3	TO DEPART.	il
ă	Name, For. Date.	Л
y	Bear Los Angeles Nov. 17	a
i	Yale S. F. to L. A Nov. 17	1
	Northland Los Angeles Nov. 18	
	Breakwater Coos Bay Nov. 18 Roanoke San Diego Nov. 18	
	Harvard S. F. to L. A Nov. 13	
g	Klamath San Diego Nov. 15	
	Sue H. Elmore Tillamook Nov. 19	
a	Rose City Los Angeles Nov. 21	Ш
	Rose CityLos AngelesNov. 22 AllianceCoos BayNov. 24	U
5	Yucatan San Francisco Nov 26	
ч	BeaverLos Angeles Nov. 27	ä
넯	San Ramon San Francisco Nov. 27	a
	EUROPEAN AND ORIENTAL SERVICE.	H
5	Name. From. Date. Den of GlamisLondonIn port.	ä
2	Den of Glamis London In port. Andalusia Hamburg Dec. 16	
	Den of Airlie London Dec. 26	
ı	Sithofia Hamburg Jan 16	Н
1	Merichethenire London Jan. 19	
	GlenroyLondonFeb. 16 Crown of ToledoGlasgowFeb. 28	
	Cardiganshire London Mar. 16	
ij	Name. For. Date.	ũ
9	Den of Glamis London Nov. 13	
9	Andalusia Hamburg Dec. 21	
S	Den of Airlie London Dec. 8) Sithonia Jan 15	
g	Merionethshire London Jan. 24	i
ij	Glanroy London Feb. 91	
	Cardiganshire London Mar. 21	
á		ı
ø	Movements of Vessels.	d

PORTLAND, Nov. 1. — Salled — British steamer Den of Glamis, for London, via Puget Sound and Oriental ports. Arrived—British ship Segura, from Salaverry.

Astoria: Nov. 15. — Arrived — At 8 A. M., steamer George W. Fenwick, from San Pedro; at 9:30 A. M., barkentine irmgard, from Honolulu. Sailed — At 12:30 P. M., British ship Wesigate, for Ipswich: at 1:30 P. M., steamer Navajo, for San Francisco: at 8 P. M., steamer Cricket, for San Pedro; at 3:30 P. M., British ship Lord Templeton, for Sydney.

spected at Portland for the first time and it is intended to have the Bear and Beaver inspected here in the future. The vessels also will be given their annual drydocking and overhauling here and the next one will be lifted in March.

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PATENT ATTORNEYS. U. S. AND foreign patents obtained by Peter Haberlin, 408 Chamber of Com-merce, Portland,; Victor bldg., Washing-ton, D. C.

Patents procured by J. K. Mock, attorney-at-law, late of the U. S. Patent Office. Booklet free, 1919 Board of Trade bldg. R. C. WRIGHT, 22 years' practice, U. S. and foreign patents. 600 Dekum bldg. PIPE. ORTLAND WOOD PIPE CO. Factory and office near 24th and York sts. Main 3459. RUBBER STAMPS, SEALS, BRASS SIGNS

PACIFIC COAST STAMP WORKS, 221 Wash, st. Phones Main 710 and A 2710 THE IRWIN-HODSON COMPANY, 92 5th st. Phone Main 312, A 1254. SEWING MACHINES. Machines of all makes, new and 2d-hand, for sale, rented and regained. M. 9481. Sewing Machine Emporium, 190 3d st. nr. Yamhiji

SHOWCASES, BANK & STORE FIXTURES MARSHALL MFG. CO., 4th and Couch; new and old window display and cabinet work STORAGE AND TRANSFER.

PORTLAND Van & Storage Co., cor. 15th and Kearney sta., just completed new fire-proof warehouse for household efforts. pinnos and automobiles; contains separate fire and vermin-proof rooms, steam-heated piano reom, trunk and rig vaults; trackage for carload shipments; vans or meving, reduced freight rates on household goods to and from East in through ears Main 5940, all departments.

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PORTLANT TRANSFER & STORAGE CO... Main 610. 206 Washington. A 1604. Planes and furniture moved and packed for shipment. Special rates made on goods to domestic and foreign ports. Through car service. Storage. Low insurance. OREGON TRANSFER CO., 474 Glisan st., cor. 18th. Telephone Main 69 or A 1168. General transfer and forwarding agents. We own and operate two large class "A" warehouses on terminal tracks. Lowest insurance rates in the city.

OLSON-ROE TRANSFER CO., general transferring and storage, safes, planes and furniture moved and packed for shipment. Teams and auto vans for long-distance moving. 87-59 Front at. Main 547 or A 2247. FOR good, cheap storage in fireproof build-ing, central location, call Marshall 4783. We pack, ship and store all kinds of fur-niture. 191 Second St.

C. YETT & HON, 208 Alder. Marshall 282, East. 3942—Furniture, pianos moved and packed for shipment and storage; general transferring; I month's free storage. PORTLAND AUTO. DEL. CO., drayage and storage: furniture moving and packing storage; furniture moving and pac 27 No. Front. Marshall 1780, A 5759. TRUSSES.

NAME TO THE STATE OF THE LAUS-UPHOLSTERING, FURNITURE REPAIRING MATTRESSES made over and to order; car-pets cleaned, inid. A. Silverman, Main 4554 WATCH REPAIRING. SWISS watch repairing. C. Christensen, second floor Corbett bldg.

Balfons Guthrie & Co., Park and Oak.

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ORNAMENTAL IRON AND WIRE

gians, sash and doors. Cor. 2d and Taylor. W. P. FULLER CO., 12th and Davis.

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PAINTS AND WALLPAPER. PIONEER PAINT CO., 186 First at

WHOLESALE AND MANUFACTURERS F. B. MALLORY & CO., 281 Pine st.

AGRICULTURAL IMPLEMENTS.
Mitchell, Lewis & Staver Co., Morrison and 2d.
R. M. Wade & Co., 822-28 Hawthorne ave. ARCHITECTURAL WIRE & IRON WORKS Portland Wire & Iron Wks., 2d & Columbia AUTO AND BUGGY TOPS. DUBRUILLE BUGGY TOP CO., 200 2d st.

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REPAIRING.
PORTLAND AUTO LAMP CO., 510 Aider st. AUTOMOBILE SUPPLIES.
BALLOU & WRIGHT, 7th and Oak sts. BAGGAGE CHECKED AT HOME. Baggage & Omnibus Transfer, Park & Davis

BARBER SUPPLIES.

Lowis-Stenger Earber Supply Co., 19th-Mor.
BICYCLES, MOTORCYCLES & SUPPLIES.
BALLOU & WRIGHT, 7th and Oak streets.
POPE-F. P. Keenan Co., 190 4th street. BREAD BAKERY. Royal Bakery & Conf., Inc., 11th and Everett

CARRIAGE WORKS.
PORTLAND CARRIAGE WORKS.
BODIES, WHEELS, SPRINGS,
109 North Fourth Street.
Main 9838. CEMENT, LIME AND PLASTER, C. Crowe & Co., 45 Fourth street,

CASCARA BARK AND GRAPE BOOT. CLOSSET & DEVERS, 1-11 N. Front st. DIES AND SHEET METAL STAMPING. VESTERN Tool & Die Works, 106 Pine s

ine Smith, from Coos Bay; Daisy and Freeman, from Willapa; Tellowstone, from Assiled—Steamers Bandon and Grace Dollar, for Bandon; Hardy, for Coos Bay.

Los Angeles, Nov. 11.—Arrived—Steamer Tallac, from Everett. Sailed—Schooner Sadie, for Umpqua River.

Hongkong, Nov. 15.—Arrived previously—Steamer Persia, from San Francisch.

Liverpool, Nov. 15.—Sailed—Steamer Engineer, for Vancauver.

Name. From. Date.

Bear. Los Angeles. In port
Breakwater Coos Bay. Nov. 16
Ronnoke. San Diego Nov. 16
Sue H. Elmore. Tillamook. Nov. 17 Marconi Wireless Reports.

(All positions reported at 8 P. M., November 15, unless otherwise designated.)
Roma, Port San Luis for Seattle, 480 miles north of San Francisco for San Francisco, 15 miles south of Cape Mears,
Buckman, San Francisco for Seattle, 24 miles north of Grays Harbor,
Herrin, Port Costa for Everett, 35 miles north of Columbia River.
Klamath, San Francisco for Astoria, off Columbia River.
Wilamatte, San Francisco for Everett, off Tatoosh Island.

The road by way of Sand Creek and the Pinnacles has been completed to the crater's rim, a distance of six and a half miles from the limits of the park. This will be resurfaced and rolled next season. Sand Creek-Pinnacles Route Is Com-

GUEST SUES HER HOST Woman Wants \$10,000 for Being

Accused of Theft.

REDDING, Cal., Nov. 15 .- (Special.)-G. A. Hutaff, proprietor of Dunsmuir's largest drugstore and prominent so-cially, has been made defendant in a \$10,000 action for slander brought against him in the Superior Court of Sisklyou County by Miss Delia Clark, socially prominent in Dunsmuir.

The sult is the result of charges made against Miss Clark, following the dis-

appearance of several diamond rings at a reception given by Mrs. Hutaff, wife of the defendant, August 27. Miss Clark assisted Mrs. Hutaff in receiving her guests. Miss Clark says that fol-lowing the loss of the jeweis Hutaff accused her in the presence of a large number of guests.

She says also that she was later

forced to go to Hutaff's home, where she was detained and compelled, in

NEWSPAPER WORK TAUGHT Holiday est in Journalism.

DRY GOODS. FLEISCHNER-MAYER & CO., 207 Ash st. Stubbs Electrical Co., 6th and Pine FLOUR MILLS. CROWN MILLS, Board of Trade bldg. GRAIN MERCHANTS.
Albers Bros. Militing Co., Front and Marshall.
BALFOUR-GUTHHIE & CO., Park and Oak
H. M. HOUSER, Board of Trade bldg.
NORTHERN GRAIN & WHSE, CO., Bd. Td.,
THE W. A. GORDON CO., Board of Trade.

WADHAMS & CO., 59-75 4th st.

PORTLAND HAIR GOODS CO.
WHOLESALE ONLY, 411 DEKUM BLDG.
HATS AND CAPS.
THANHAUSER HAT CO., 53-55 Front at. J. H. Klosterman & Co., leading hay dealer HIDES, FURS, PELTS, WOOL, TALLOW THE H. F. NORTON CO., 53-55 Front st. HIDES, PELTS, WOOL AND FURS. KAHN BROS. 191 Front street.

HOP MERCHANTS.
M'NEFF BHOTHERS, 614 Worcester bldg. HON WORKS.
PACIFIC IRON WORKS.
East 3d and Burnside ats.
ALL ARCHITECTURAL IRON.
CASTINGS.
COMPlete Stock of Complete Stock of BEAMS, ANGLES CHANNELS, PLATES

RODAKS AND PHOTO SUPPLIES.

PLUMBING AND STEAM SUPPLIES. I. L. KLINE, 84-86 Front et. PRINTERS AND PUBLISHERS. F. W. BALTES & CO., 1ST AND OAK STS * POULTRY, EGGS, CALVES, HOGS,

PIPE, PIPE FITTINGS AND VALVES.
M. L. KLINE, 84-86 Front et.

ROPE AND BINDER TWINE, Portland Cordage Co., 14th and Nor COLUMBIA DIGGER COLUMBIA DIGGER SASH, DOORS AND GLASS. W. P. FULLER & CO., 12th and Davis. SAWMILL MACHINERY. PORTLAND Iron Works, 14th and Northrup. COLUMBIA SUPPLY CO. 68 Front st.

PORTLAND PHOTO SUPPLY CO., 149 2d.

LEATHER AND SHOE STORE SUPPLIES.

CHAS. L. MASTICK CO., 74 Front; leather of every description, taps, mfg. findings.

Portland Wire & Iron Wks., 2d and Columbia

terest running high it is thought that the enrollment will reach 100 within a few days.

CRATER LAKE ROAD BUILT

One and a half miles of permanent road was built from the rim toward Fort Klamath, and several miles of road cleared and partly graded.

The Pinnacles on the Sand Creek road and Anna Canyon on the Fort Klamath road rival the lake itself in

Band Concert Enjoyed.

MONMOUTH, Or., Nov. 15 .- (Special.) -The bands of Monmouth and Inde-pendence, both under the leadership of C. D. Tyler, of this city, gave a concert in the Oregon Normal School chapel Friday night. A representative audi-ence from the southern half of Polk County heard the concert, which was given for the benefit of the bands.

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THE BOOK of the

SHEPHERD PROPHET Together with SACRED SHEPHERD SONGS Sunday Night, November 16

7:30 P. M. Central Seventh Day Adventist Church East 11th and Everett Sts. SEATS FREE

Ladies please come prepared to remove their hats.