# CARGO CHANGERAPID

Honolulan Handles 2000 Tons in 24 Hours' Working Time.

## POSSIBILITIES ARE SHOWN

Powerful Gasoline Launch Carried in Compliance With Law Also . Requiring More Drilling in

Safety First Methods.

In 24 hours' actual working time, 2000 tons of cargo were handled on the canal passenger steamer Hono-Iulan, of the American-Hawaiian service, which got away yesterday afternoon, going by way of Puget Sound. The vessel reached here from New York Thursday night and began discharging Friday morning, working overtime that night, and yesterday afternoon she had finished unloading 1200 tons and taken on 800 ters for the return

The showing is not a port record, but as the Honolulan berthed at dock the company has used for years, is equipped with ordinary appliances and has the gear customarily used by liners of her class, it illustrates what can be accomplished here, in spite of talk by some that docks are inadequate from the standpoint of facilities.

Captain Anderson came into port this time with a powerful gasoline launch aboard, as is demanded now on vessels aboard, as is demanded now on vessels of her type catrying passengers, it being intended to tow lifeboats in times of emergency, so should she be wrecked or otherwise in trouble on the way between New York and this Coast it would be possible to tow boats carrying passengers and crew to come port, making progress faster and easies than when depending only on cars or salls, besides keeping all boats together.

On the way from the East Coast to

On the way from the East Coast to San Francisco Captain Anderson had his hands full demonstrating to pas-sengers the manner in which life presengers the manner in which his pieservers should be put on and adjusted,
and where they should assemble in time
of accident. New regulations went
into effect July 1, along the line of
"safety first," multiply the drills and
such details for big passenger ships.
The American-Hawaiian is installing The American-Hawaiian is instailing self-lubricating systems in the enginerooms of the ships in the Canal service and Messrs, Shields and Parish, experts representing the corporation having the contract, are aboard the ship to make adjustments and watch the operation of the new plant during the

voyage.
One more New York liner reached the

hand again the beach rush is expected to continue until the last of next

Finest stern-wheeler afloat, speedjest and most attractive, fitted with the latest conveniences, service that is unsurpassed, in charge of men known for their ability and keen perception, makes no stops between Portland and the salt air zone, always leaves and arrives on time, Government inspected, with all life-saving aids above the standard demanded, oil-burning, free from dust, dirt and grime, easy chairs on promenade decks, and—" was the way "Captain" Ed Budd was describing the Hassalo yesterday as she ways into the stream when he ways swung into the stream, when he was interrupted by a call to the telephone The tribute paid by the head of the O.-W. R. & N. marine department was uttered so smoothly that his hearers agreed there was no circus "hallyhoo who could be put in the same -category.

WEEK'S WHEAT EXPORTS BIG

July Cereal Movement Offshore Ahead for Last Ten Years.

Wheat exports last week, amounting to 473,626 bushels, are in excess of the export showing for July during any period since 1905 and probably longer. The best showing for 10 years in July was made a year ago, when 692,283 bushels were floated, but 338,455 bushels of that represented what was sent

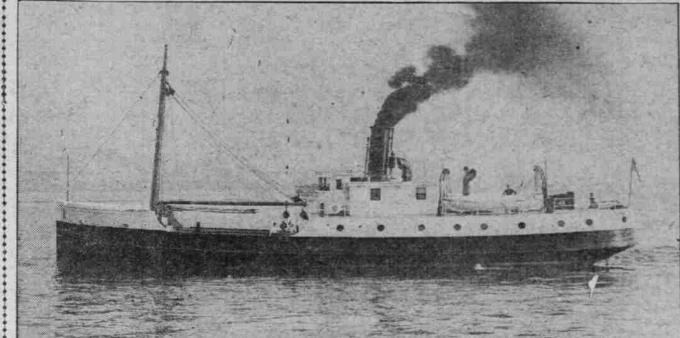
TUG EDITH BOUGHT BY A. LEVY

Vessel Built in 1877 Is Sold for not fit to eat, and now we are not allowed to leave."

Junk in Sum of \$150. cated with P. A. Bartlett, Peruvian Consul in Seattle, who is making an Information of the charges. He also reported the charges to Prosecuting Attorney Lundin.

COMPANY. This vessel was built here in 1877 and is said originally to have goest \$45,000. Not long ago Mr. Levy successfully bid for lightvessel No. 50, the first of her kind on the Pacific Goast and which served off the entrance to the Columbia during her period of usefulness. He paid \$1657.99 for that ship and intends bringing her to Portland from the Tongue Point buoy station, probably to be junked. The Edith has been at Randall's year for two years, taking a rest after many years of active service. She is said to have been built by John Steffen, ploneer boatbuilder, and is 78.7 feet long, beam 17.7 feet and depth of feet lon For the sum of \$150, A. Levy, of this

MOST RECENT OF LIGHTHOUSE TENDERS BUILT FOR PACIFIC COAST SERVICE REACHES KETCHIKAN TO BEGIN DUTIES.



UNITED STATES STEAMER FERN. It is said that the new lighthouse tender Fern, built on Puget Sound at the plant of Hall Brog. Marine, Railway & Shipbuilding Company, is one of the most elaborate wooden vessels turned out by the Federal Government in years. It has just reached Ketchikan to begin duty. The contract price was \$65,000, and she is sheathed with copper and copper fastened, while all fittings are brass. She goes into service with the Kukul, transferred from the Hawajian Islands district not long ago, while the Columbine was sent to

The Cedar, largest of lighthouse tenders provided for, is under construction at Long Beach, Cal., for the Alaska district, and will probably replace the Kukul. The Rose, for the Oregon-Washington district, is being built on Puget Sound.

OLD BRITISH VESSEL TO BE EX-HIBITED IN PORTLAND.

Craft, Said to Have Taken Many Persons to Australia, Little Changed and Torture Cells Remain.

Captain David H. Smith, commanding he old British prison ship Success which has been exhibited at San Francisco since the opening of the fair, having been towed from the East Coast through the Canal by the steamer Cricket, is due here in a few days to make final arrangements for exhibitan understanding for the use of the street end from the Commission of Public Docks.

One more New York liner reached the One more New York liner reached the harbor early yesterday, the Santa Cecelia, of the Grace flag, which has close to 800 tons of cargo and is expected to be discharged so as to leave today for Puget Sound. The vessel was 15 days and 10 hours on the way from New York for San Pedro, and she continues to lead others of the "Santa" fleet for speed.

The Success is to be here about August 1. The vessel was one of a fleet known as the "ocean hell" when a convict ship and flagship of the British felon fleet. From 1787 to 1868, it is said, 167,000 men, women and children were transported from Great Britain to Australia. The Success was turned to complete the job in 70 days. For both barges Wilson Bros. asked \$9356 and stipulated 90 days for their completion, while the St. Helens Shipbuilding Company's bid was \$9400 and 120 gays specified, with the Portland Shippard's proposal at \$9600, with 70 days as the limit of construction, and Joseph Pridge, to the Polling to the Polling of the Polling to the HASSALO LEAVES FOR BEACH

Captain McGraw Takes Pride of the Fleet Out on Daylight Run.

Of the crowd of week-enders on the steamer Hassalo yeaterday, bound for North Beach, none was happier than Captain McGraw, who went out with his first command on the lower river. He has been on the vessels for a lengthy period in other capacities, and in getting the crack packet on the Portiand-Meeler route felt he was honored.

The Hassalo reached Megler at 5:40 of clock last night, so that her passengers were on the beach rush garden and again the beach rush is getting the hard of clock last night, so that her passengers were on the beach at an early hour. The T. J. Potter, leaving at 10 of clock last night, had all accommodations taken and with good weather on than again the beach rush is expected and the methods employed in handling the vessel, local and the methods employed in handling and the methods employed in handling the vessel, locally the vessel, local and the methods employed in handling the vessel, locally the vessel, local and the methods employed in handling the vessel local to Multinomah Falls, where they will picnic and the vessels.

prisoners.

While she was towed to San Francisto, the vassel is yet capable of making her own way. In 1912 she sailed from Glasson dock the same day the ill-fated Titanic left Southampton, being commanded by Captain John Scott

bushels were floated, but 338,945 bushels of that represented what was sent to California. The amount exported then was 353,338 bushels. The high items in last week's business were the cargoes of the British steamer Egyptian Transport and the British bark Klimallie, aggregating 361,946 bushels. The steamer left the river yesterday, while the Klimallie got under way at daylight yesterday from here in tow of the steamer Gamecock.

Wheat shipments last July equaled 523,638 bushels, of which 189,093 bushels went to Europe and the rest to California. There also was moved that month 237,224 bushels of barley. The barks Amuiree and John Ena are in the harbor and may get away before August 1, so that the present total may be swelled by more than 200,006 members of the crew had narrow estimated the properties of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe, and several members of the crew had narrow estimated the safe that the

be swelled by more than 200,000 gear aloft is not safe, and several members of the crew had narrow escapes from death by falling to the deck. For three months we were fed on beans, rice, and pork which was killed aboard the vessel and which was

Mr. Chandler immediately communi-cated with F. A. Bartlett, Peruvian Consul in Seattle, who is making an

Chinook this season are astonishing. She is digging in a channel that is ap-proximately 1000 feet wide. When she began operation last Spring this channel was between 25 and 26 feet in depth. Soundings made yesterday showed the least depth to be 32 feet. while in the greater portion of the channel there are 36 feet of water. This means a net gain of about 63/2 feet for the Summer's work, and the Excavating for Abutment on Washingost favorable part of the season is

ST. JOHNS YARD GETS WORK

Two Fuel Barges for Government Will Cost \$8975.

Recommendation has been made that the St. Johns Shipbuilding Company be bin River Interstate Bridge, was re-Cricket, is due here in a few days to make final arrangements for exhibiting the vessel at the fool of Yamhill street. He has leased part of a dock on the south side and entered into an understanding for the use of the street end from the Commission of Public Docks.

The St. Johns Shipbuilding Company be awarded a contract for the construction of two fuel barges for the Government, for which bids were opened. Thursday at the office of Colonel McKinstry. The barges will be used in transporting cut-fuel to the dredges will be used in the concrete and left to settle two weeks.

and their families today to Multno-mah Falls, where they will picnic and mah Falls, where they will pichic and horizontal commercial constraints on the breakwater. Coos Hay.

Portland-Astoria run, it being lay- loss City. Los Angeles over day for the Georgians. Tuesday Great Northern. San Francisco. She goes to Multnomah Falls with a Keanoks. San Diego. big excursion party from the White Bear. Tues To DEPART. big excursion party from the White Temple congregation and Wednesday she will be at the disposal of the Sons

The steam schooner Shoshone arrived from San Francisco with freight for Astoria and Portland.

The steam schooner Yosemile, with lumber from Wauna for San Francisco, went to sea today.

After taking on part cargo of lumber at St. Helens, the steam schooner Chehalis salled for Williapa to finish loading.

With a part cargo of lumber from Knappton, the steam schooner San Jacinto shifted during the pight to Portland to finish.

Carrying more than 650 passengers and a heavy freight, the steamship Great Northern salled for San Francisco.

While en route down the river last night, the steamer Tampleo, which loaded lumber at Wauna for Valparaico, developed a list of approximately 20 degrees port. While taking on fuel oil here, the craft suddenly listed to starboard. Considering her unseaworthy condition, Captain McNaught, surveyor for the San Francisco Board of Linderwriters, today directed that about 75,000 feet of the lumber in her deck load be discharged, before she was permitted to mil. She went to sea this afternoon. The tug Biddie arrived last evening to go into service on the bar while the tug Oneonta is undergoing repairs.

The barge Acaptico is en route from San Francisco in tow of the tug Hercules and should arrive off the mouth of the river tomorrow. From here the barge will be towed to the Sound by the tug Tatoosh, while the Hercules will tow another Benson in graft to San Diego.

The British bark Kilmallie, with grain for Australia, arrived from Portland and probably will go to sea tomorrow. She will be towed out by the tug Tatoosh, which will arrive from Puget Sound this evening.

The steam schooner Tamalpais will be due todight from San Francisco and will load lumber at Portland.

COOS BAY, Or., July 17.—(Special.)—The steam schooner Tellowatone in sating year.

WALL FOR CONCRETE WORK ON HAYDEN ISLAND REMOVED.

ton Side for Interstate Span Begun and Piledriver Is in Place.

VANCOUVER, Wash., July 17 .- (Spe. cial.)—The retaining wall of lumber, built to form the mold for the first pler on Hayden Island, for the Colum-

to be 124 feet long, with beams of driving piling 115 feet long, has again 32.6 feet and depth of hold of 5.10 feet, been anchored at the foot of Wash-

river steamers to six miles an hour while they are passing through the harbor. The wash of the fast steamers rock the timber calssons and this makes it hard to keep them watermakes it hard to keep them water-

Wille no action has been taken, it is believed it will be taken soon.

MARINE INTELLIGENCE

Steamer Schedule. DUE TO ARRIVE. Santa Clara ... San Francisco Northern Pacific San Francisco DUE TO DEPART.

The steam schooner Shashone arrived and Personal the White Indianated Pictures and That Bark Is Dangerous.

BEATTLE, Wash. July 17.—(Special)—Charging that the Peruviain bark Mario is not seaworthy and that Captain G. Noyo, her master, is keeping in the members of the crew of the sail to day sage in the members of the crew of the sailing or affected and complaint by letter to Deputy United States Shipping Commissioner Frank H. Chandler.

The Mario arrived in Scattle on July 10.—(Special)—Charging commissioner Frank H. Chandler.

The Mario arrived in Scattle on July 10.—(Special)—Charging commissioner Frank H. Chandler.

The Mario arrived in Scattle on July 10.—(Special)—Charging commissioner Frank H. Chandler.

The Mario arrived in Scattle on July 10.—(Special)—The Mario arrived in Scattle on July 10.—(Special) Portland-Atlantic Service.

Narrom Wireless Reports.

Also Verk Also Search Also S

rudder trouble on entering the Columbia River from San Francisco, yet absird stories are going the rounds concerning the matter, some of them being that the accident was due to the vessel invited in the accident was due to the vessel invited in the case thoroughly and has obtained statements from officials of the company, those on the bridge at the time and the men who had to do with repairs. At no time did the bar, its condition, depth of water or any other feature have to do with the rudder being damaged, and no person familiar with the entrance attributed the depth of water as responsible.

The Northern Pacific and Great Northern operate on schedule. It makes no difference whether there is

familiar with the entrance attributed the depth of water as responsible.

The Northern Pacific and Great Northern operate on schedule. It makes no difference whether there is high or low water on the bar, they enter and leave the river without delay. Should fog obscure the entrance, decention might follow.

Spit Not Barrier Longer. The vessels would have to develop into submarines before they would be endangered by what has long been called the bar, but which no longer of-

fers a barrier to any vessel on the Pacific.

Communicating to the Chamber of Commerce of the accident, L. C. Gil-man, president of the Great Northern Pacific Steamship Company, wrote as

follows:
Regarding the recent sudder trouble of
the atsamship Northern Pacific, I beg to
state that this trouble had no connection
whatever with the Columbia River bar, except that discovery of the trouble was made
at a time when the ship was in that location. The ship did not ground on the bar,
or at ait: In fact, at the time in question
it would not have been possible for her
to atrice the bar, as the tide was almost
at flood and there was no sea. As the
ship draws less than 21 feet of water, the
absurdity of the claim that she struck the
har will at once be apparent.

Work of excavating for the abutment on the Washington side was started today. The huge piledriver, capable of driving piling 115 feet long, has again been anchored at the foot of Washington street to drive piling for the first pier and abutment. The dredger Titan has been taken to the Oregon alde temporarily.

Rives traffic is interfering with the pumping out of the timber caissons used in building the piers, and a request has been made by Frank M. Cortelyou, resident engineer of the bridge, to the Port of Vancouver Commissioners and to the Government to issue an order limiting the properties.

Surveyors Report on Accident.

A survey of the injury was made by competent marine surveyors is unanimous to the effect that there was no grounding. They attribute the injury to contact with some surveyors last a log or piece of wreckage, which probably became wedged in between the atern and top frame of the between the atern and top frame of the injury was probably slight at first, but progressive, so that the rudder plates were finally form away by the aution of the water as the ship moved through it at a high rate of speed.

The surveyors Report on Accident.

A survey of the injury was made by competent marine surveyors is unanimous to the effect that there was no grounding. They attribute the injury to contact with some surveyors is unanimous to the effect that there was no grounding. They attribute the injury to contact with some surveyors is unanimous to the effect of their surveyors is unanimous to the offert that there was no grounding. They attribute the injury to contact with some surveyors is unanimous to the effect that there was not grounding. They attribute the injury to contact with submerged object, such as a log or piece of wreckage, which probably became wedged in between the atern and top frames and surveyors is unanimous in that the report of these surveyors is unanimous in the injury was probably slight at first, but progressive, so that the rudder plates were finally torn away by the aution of the w Surveyors Report on Accident.

The accident was not at all a serious one and would be considered trifling except for the necessity of taking the ship out of service during the time necessary to bring her to Portland for repair. Captain A. T. Hunter, master of the

Northern Facific, and Captain Charles Lundquist, pilot of the vessel, signed Data.

In port July 18 in the vessel did not strike the bottom but any time during our passage over the bar and through the channel leading up 13 131 21 July 12 In Flavel.

At the time of crossing there was 36 feet of water on the bar.

Company Denies Boat Hit Bar, B. C. Ball, president of the Willamette Iron & Steel Works, who was per-

the chamber:

It is impossible to state, definitely, the actual cause of the damagn to the rudier of the S. S. Northern Pacific. We can, however, state positively that it was not of the Columbia or at any other point. The reason why we can state this positively is that the rudder frame was bent downward considerably over a foot at the after ward considerably over a foot at the after which would necessary the part in good paying business; well still the rudder was found, but there is nothing to prove definitely which theory only thing we know positively is that the rudder was found, but there is nothing to prove definitely which theory only thing we know positively is that the damage was not caused by the vessel striking on the bottom.

It is impossible to state, definitely, the actual causes at it is impossible; and it occurs, can do not come to be counted to the country read; \$5000, easy terms. John Corpess. Owner, Lents. Or 20 E.2 homesessing rooms to connection the condition of the reader had struck on the state ward considerably over a foot at the after ward considerably over a foot at the after which would account for the condition in which the rudder was found, but there is nothing to prove definitely which theory is correct. Therefore, as stated above, the only thing we know positively is that the damage was not caused by the vessel striking on the plane in and make a lining; and its can also the plane; and its connect to mounty read; \$5000, easy terms. John Corpess. Owner, Lents. Or 20 E.2 homesessing rooms to county read; \$5000, easy terms. John Corpess. Owner, Lents. Or 20 E.2 homesessing rooms to county read; \$5000, easy terms. John Corpession, and the prover a foot at the substance of the plane. The peak at the prover a foot at the after ward considerably over a foot at the after ward. Th der, made the following statement to the chamber:

Marine Notes.

July 20 Frank Bollam, sgent for the independent pursection corriers, has posted the steamer Avalon to sail early Tuesday for California ports.

She is said to have obtained SIs 3d for November or 80 shillings for December load-

Movements of Vessels.

Liner's Rudder Not Injured at Spit, Experts Say.

DISCOVERY IS DAYS LATE

DISCOVERY IS DAYS LATE

Original Damage to Northern Pacific Believed to Have Been Done by Log Early on Trip and Way Into River Is Declared Free.

More than a month has elapsed since the liner Northern Pacific, of the Great Northern Pacific Northern Pacific, of the Gr

Tides at Astoria Sunday. High water— Low water— 4:27 A. M. . . 6.8 feet; 10:42 A. M. . . 1.3 feet 5:14 P. M. . . 8.9 feet; 11:54 P. M. . . 1.9 fee

NORTH HEAD, July 17.—Condition the ber at 5 P. M.: Sea, smooth; win northwest 20 miles.

Columbia River Bar Report.

TOO LATE TO CLASSIFY.

HILT-EDGE MORTGAGE LOAN APPLICATIONS.
\$1500—Home worth \$4500, 8%.
\$1500—Home worth \$4500, 8%.
\$5500—Vaine \$20,000, 7%.
\$2500—Home worth \$1000, 8%.
\$ 500—Home worth \$1000, 8%.
\$ 800—Home worth \$1000, 8%.
\$ 800—Home worth \$4500, 8%.
\$ Non-Home worth \$450

Marshall 205. A \$144.

LUHREIS In this city, July 17, at 454
40th st., Henrietta Fisher, aged 57 year
and 7 menths; wife of William Fisher
mother of H. O. Mosteet, S. W. and E. J.
Mostert, Mrs. P. Stannenko, of Lenia, Or
Fred, Lewis and Enoy Fisherer, of Mayge
Or. The fineral services will be he
at the conservatory chapet of the Ea
Side Funeral Directors, 414 E. Aider, 1
3 30 Monday, July 12, Friends levited
Interment at Mayger, Or.

ERCANTILE establishment, consisting

MERCANTILE establishment, consisting stock worth about \$2000, store build chen miles from Portland (coarthouse); \$10,000; has made owner independent incomprance. Will exchange for farm Partland or unimproved had close in

Size of Will buy a solid 2-story brick building on large frontage, right in hear of business of Portland, remis for 11% ber month. An independent income for life jaddress Y 944, Oregonian.

Sexion Colfense, 25th and Division sta all paved and paid for; and grows. Will exchange equity for automobile. Mr. Sent-bet, 202 Stock Exchange bids., 3d and Yambill.

Yambili.

ANTED-A business into with \$4000
\$1000 who can Phow business reference
to that kind of a mim, I will turn avmy business for entire state. Address Bo
D 944, Ocegonian. WANTED Position, by middle-aged widow with girl 11 years, as housekeeper is widower's home or private family; so cook and fond of children. D 941, Ore

PARTY desiring to open small market can purchase full outfit reasonable at Con-stable's sale Monday, II o'clock, end of Woodstock car.

EXPERIENCED physician wants partn lady or gratteman, to help him build a run open air sanitarium; own suind fand; money-maker as soon as ready, 543, Oregonian.

aonally in charge of lifting the vessel GROCERY STORE 3 living-rooms; het and here and making repairs to her rudder, made the following statement to the chamber:

gosian.

LOST - Pin, set with pearls, busefull park,
Saturday afternoon, or between Park and
lith and Hawthorne; reward. Photo B
1001 or East 4725. 1661 or East 4729,
WILL pay spet each for 1913 Buick, model
25; will be at 493 Aider after 9 A. M.
Sunday.
WANTED - To exchange double-harmeled
hammerless 12-guings shotgun for servfemble trunk. Phone Taber 4216.

Multhoman, Fortland of San Francisco, 185 of Cape Araso.

Yosemite, Portland for San Francisco, 185 having been a slight delay owing to diffigure a south of the Columbia Biver.

President, Seattle for San Francisco, 14 having been a slight delay owing to diffigure in the Columbia having been a slight delay owing to diffigure in the Vallamont, 3. The Va

TOO LATE TO CLASSIFY. FOR SALE OR TRADE.

Beautiful 9-rolum Colonial home, with
100x100 ground. West Side, Mt. Tabor,
grand view of city close to car and school,
for one-half its cost if taken at once.
Tabor 1041.

EXPERIENCED farmer, married, 32, 2000 Caterpillar engineer and foreman, wants care of ranch or will work for share of coup or land and small monthly salary a-wages. M. H. Brown, 335 Couch st. A-2034 FOR RENT-Greenhouse with modern heat-ing system, good 8-room house, barn, or-chard and berries situated on 5 acres near Portland. Wm. C. McClure, 414 Fail-ing bidg.

WANTED-Barber to rent barber shap and positroom, furnished. See Potter, Millard ave. station, Mt. Scott car. 1500-POUND truck, good order, cheap for each; will consider used car, Call or phone after 5, 314 Wash st. Main 2798.

INTERPRETER, can speak 10 different languages, wants position in town. Y 943 Oregonian. EXCHANGE swell new 8-room house for improved farm; owners only. Woodlawn 2046.

STOCK ranch; will go in on shares with responsible party; 160 zeros. Woodlawn

SOLICITOR for printing; big money to hustler, AJ 945, Oregonian. MAKE me an offer quick for equity in 5-t. mod. bungalow. Call 1817 E. 41d 8t. WANTED-A 30-inch tinner's square, shears, Call E. 4467 Monday. CHICKERING plans for sale, as good as new: \$200, Prices Taker 6008. CANARISS for sale cheap in good homes. Call Marshall 1552.

CLASSIFIED AD. RATES

Daily and Sanday.

be accepted for "cumture for Sale," Busimess Opportunities," "Rooming-touses" and
"Wanted to Bent."
Advertisements to receive prompt classification must be in The Oregonian office before 9 o'clock at night, except Saturday,
Chosing bour for the Sunday Oregonian will
be 7:30 o'clock Saturday night. The office
will be open until 10 o'clock P. M., as usual,
and all ads received too into for proper
classification will be run under the heading
"Ton Late to Classify."
Telephone Main 7070. A 6005.

MEETING NOTICES.



ATTENTION. WRIGHT POST, NO. 1, U A. R., and members of the W H. C. are requested to meet at the Courthouse, tomarrow (funday) evening, July 18, T. P. M., thence is First Probyterian Church, 12th and Alder streets, when

meeting Monday evening, July 1 like W. of W. Hall, Kest 5th at Cards and dancing. Members arvived to be present.

M. J. JUHNSON, Sec.

KIRKPATRICK CULNCIL NO 2227.

Chights and Ladies of Security big tree,
chights and Ladies of Security 23, 8-20,
gen meeting lext Fridar, July 23, 8-20,
are Moons Hall, Morrison and Broadwa-

REPRIMERATOR, alove, fruit jars, furni-ture of four rooms complete, chesp. Call Monday and Tuesday Tuti E. Broadway, EXIPA-Embien jeweiry of all shoots applies jesters made Jacque Broa Jaweiera.

SNYDER—At the family residence, 760 Upper Drive, July 17, Thomas S. Snyder, Remains are at Holman's tuneral pariors. Announcement of funeral later.

FUNERAL NOTICES. HANSEN—In this city, July 17, at his late residence, 528% Couch street, Made P. Hunner, and 51 years. The Juneral services will be head Wednesday, July 21, at 7 ordinch P. M. at the residence estab-lishment of J. P. Filley & Son, Montgom-ery at Fifth, Priends invited, Interment

THOMPSON—In this city, July 16, 2:30 A. M. at the fancily residence, 1097 Cheveland avenue, Marian & Thompson, wife of R. R. Thompson, Friends invited in attend funeral services, which will be held at Holman's funeral partors at 2 P. M. today (Sunday), July 18.

FUNERAL DIRECTORS.



MR. EDWARD HOLMAN, the leading funeral director, 220 Third street corner galmon, Lady assistant. A 1511, Main 507.

P. S. DUNNING, INC. East Side Funeral Directors, 414 East Aless street. East 52, B 2525. A. R. EELLER CO., 602 WILLIAMS AVE. East 1988, C 1988, Lady attendant, Day nd night service. MILLER & THACKY, independent funeral directors. Funerals as low as \$20, \$40, \$40, Washington and Elfa ats. Main 7691, A 7888.

SKEWES UNDERTAKING COMPANY, 3d and Clay, Main 4152, A 2321, Lady attendant, Breeze & Snook Sunnyside Parlors, auto hearse, 1026 Belmont, Tabor 1236, B 1232. R. T. BYRNES, Williams ave. and Knott Bast 1115, C 1943 Lady attendent.

MONUMENTS.

PORTLAND Marble Works, 266 5th st. opposite City Hall, builders of memorials

MARTIN & FORDES CO., florists, 117 Washington, Main 269, A 2269. Flowers for an occasions, artistically arranged. CLARKE BROS., Serista 287 Morrison st., Main or A 1803, Fine Slowers and Storal designs. No tranch stores. GOOD Notes for rent, \$25, 92 lath SUNNYSIDE Greenbouse, Fresh flowers at N. MAX M. SMITH, Main 7215, A 2121. Selling