HULL OF HARNEY DOWN THE WAYS THIS AFTERNOON

Supple & Ballin Shipyard Completes Third Hull of Wooden Ship to Be Launched.

SHIP TO HAVE STEAM POWER

Second Vessel Built in Willamette-Columbia District Under Actual Government Contract.

The Supple & Ballin Shipbuilding corporation comes to the fore today with an offering to Uncle Sam's Liberty fleet of wooden carriers. The hull of the steamer Harney is to be launched this afternoon.

The Harney is the second vessel built under actual government contract, to be launched in the Columbia and Willamette river district, the first being the steamer Wasco, launched Sunday by the Grant-Smith-Porter Ship company at St. Johns.

Mrs. Herbert Ballin, wife of Herbert Ballin, son of Fred A. Ballin, member of the firm, is the sponsor for the Harney. Mrs. Ballin's husband is in the drafting department of the shipyard and drew many of the plans for the vessel.

Though the launching is a private affair as far as spectators in the yard are concerned, hundreds may witness the event from the Morrison and Burnside bridges, between which the plant is located, and gathering on wharves at various points of vantage along the waterfront and in the vicinity of the plant.

Harney to Have Steam Power

The Harney is the third craft launched by Supple & Ballin. The others were the Mount Hood and Mount Shasta, for private account. They are lying at the plant being outfitted. The Harney is to be propelled by steam, while the Mount Hood and Mount Shasta are full motorships.

All are after the design of Fred A. Ballin, being of composite wood and steel construction, but the type of the Harney is little different from that of the Mount Hood and Mount Shasta, besides the matter of propulsion, for the Harney's housing is erected amidships. The Harney is 305 feet in length and will have a deadweight carrying capacity of 4000 tons.

The sister ship of the Harney, which is on ways No. 4, will be ready for launching in a few days. She is to be christened Wallowa.

The Mount Hood will be ready to go on her trial trip in about a week.

RESPONSIBILITY FOR WRECK

Federal Judge Suggests Principles of Safety First for Coast Vessels.

San Francisco, Feb. 21.—(I. N. S.)—That time will in future be sacrificed for greater safety on the part of vessels engaged in coastwise passenger traffic was forecast by shipping men here today following a decision of Federal Judge Maurice T. Dooling, holding that the Pacific Coast Steamship company must stand liability for the wreck of the steamer Santa Rosa at Point Arguello, July 6, 1911. It has for years been the claim of federal officials that ships hug the shore line in order to save time when they might with greater safety go a few miles out to sea.

In his decision Judge Dooling says:

"The safety of thousands of persons who travel up and down this coast requires that the court should not listen with over-eager ears to the excuses offered for the loss of vessels that should never have occurred or to the general disclaimer of responsibility of wrecks that could so easily have been avoided."

Further Judge Dooling declares that vessels run close to the shore "either for the purpose of shortening the time or for some other purpose not disclosed or apparent."

EASTERN BIDDERS GET CONTRACTS

Emergency Fleet Corporation Awards Orders for 4000 Boats and Rafts.

The contracts for 4000 lifeboats and rafts, plans and specifications of which were received in Portland some time ago for bids from local manufacturers, have all been let in the east, the Chamber of Commerce has been advised. The equipment is for the emergency fleet corporation for use on steamers being built for the government.

This announcement was received with surprise here, as some of the business, at least, was expected to be awarded on the Pacific coast. One of the arguments in favor of the Pacific coast manufacturers was that they could secure material from the east for from 80 to 100 lifeboats in one carload lot while only from two to three finished lifeboats could be accommodated in one car.

Heavy Winds Delay Vessels

Heavy head winds have been causing the delay of coastwise steamers. The steamer Rose City consumed 47½ hours from the mouth of the river to San Francisco on her last voyage. She arrived at the Golden Gate port Wednesday morning. The steamer Breakwater took 50 hours to make the run to San Francisco, arriving there this morning at 5 o'clock. The steamer Beaver was only two hours behind time on her trip up, arriving at Astoria this morning at 9 o'clock. She made it in 37 hours, whereas the usual time is 34 to 35 hours.

Oakland Leaves Nehalem

The schooner Oakland towed out of Nehalem bay this morning and is bound for Portland to enter the Port of Portland drydock for some minor overhauling before going into commission. It is expected she will load a cargo of lumber here when the work is completed. She is now owned by Henry Albers and Jack O'Neill.

ALL ALONG THE WATERFRONT

A special detail of navy enlisted men is being organized to work under the direction of Lieutenant Gandy, local boarding officer, in searching vessels and looking after other matters in reference to the new government regulations relative to vessels entering and clearing.

Captain Hawkins is back from a trip to Newport News, where he piloted the new steamer Westland by way of the canal. The trip was made in 21 days, an average of 10.8 knots. Captain Hawkins is to be inspector at the steel plant of the G. M. Standifer Construction company at Vancouver. Night crews were started there Wednesday night; also at the Standifer-Clarkson company's plant at North Portland.

To enter the Port of Portland drydock for overhauling preparatory to her annual cruise in the north, the bark St. Nicholas, one of the packers of the Columbia River Packers' association arrived up at 5 o'clock this morning from her winter quarters at Astoria.

The schooner Gamble arrived up last night from Astoria and is at the Fifteenth street municipal terminal, where she will discharge her cargo of copra.

The steam schooner Johan Poulsen, with the newly acquired dredge of the Port of Astoria in tow, arrived there this morning.

To take on part of a cargo, which will serve as ballast on her trial trip, the new freighter Westward Ho, first to be turned out by the Columbia River Shipbuilding corporation, shifted from that company's outfitting dock to the flouring mills this morning. The Westward Ho will have her trial spin the end of the week.

L. A. Pike, deputy collector of customs, is at Marshfield on official business.

Another government steamer is due to be launched Sunday noon at the plant of the Grant Smith-Porter Ship company at St. Johns. The first, christened the Wasco, was launched there last Sunday. The Peninsula Shipbuilding company had planned to launch one of its government hulls Friday, but the event has been postponed and probably will be Sunday. Two more hulls are about ready at the Northwest Steel company and Columbia River Shipbuilding corporation.

News of the Port

Arrivals February 21

St. Nicholas, American ship, from Astoria, ballast.

Beaver, American steamer, from San Pedro and San Francisco, passengers and freight.

MARINE ALMANAC

Weather at River's Mouth

North Head, Feb. 21.—Conditions at the mouth of the river at noon, clear; wind, west, 7 miles; sea, smooth.

Sun Record for February 22

Sun rises, 7:02 a. m. Sun sets, 5:47 p. m.

Tides at Astoria Friday

High Water:	Low Water:
10:35 a. m. . . 8.1 feet	4:50 a. m. . . 3.0 feet
11:47 p. m. . . 7.1 feet	5:41 p. m. . . —0.1 foot

DAILY RIVER READINGS

STATIONS.	Flood Stage.	Height (in feet.)	Change in last 24 hours.	Rainfall in last 24 hours.
Umatilla	25	4.1	0	0.00
Eugene	10	5.0	−0.5	0.00
Albany	20	8.0	−1.8	0.00
Salem	20	7.4	−2.0	0.00
Oregon City	12	7.6	−0.7	0.00
Portland	15	6.9	−0.9	0.00

(—) Falling.

RIVER FORECAST

The Willamette river at Portland will fall slowly during the next two or three days.

AT NEIGHBORING PORTS

Astoria, Feb. 21.—Sailed at 8 a. m., steamer Santiam, for San Pedro. Arrived at 8:35 a. m., steamer Johan Poulsen, towing dredge Natoma, from San Francisco. Arrived at 9 and left up at 10:30 a. m., steamer Beaver, from San Pedro and San Francisco.

Astoria, Feb. 20.—Left up at 2 p. m., ship St. Nicholas. Sailed at 3:45 p. m., steamer Flavel, for San Pedro. Sailed at 8 p. m., steamer Oleum, for San Francisco.

San Francisco, Feb. 1.—Arrived — Admiral Goodrich, Seattle, 12:30 a. m.; Acme, Bandon, 3 a. m.; Elizabeth, Bandon, 4:50 a. m.; Breakwater, Portland, 5 a. m.; Brooklyn, Bandon, 6:30 a. m.; Lyman Stewart, Seattle, 6:30 a. m.; Admiral Farragut, Seattle, 7 a. m.; M. S. Annie Johnson, Honolulu, 9 a. m.; Noyo, Los Angeles, 9:30 a. m.

Sailed—Enterprise, Hilo, 7 a. m.

Seattle, Feb. 21.—Arrived: Admiral Wainwright, from Southeastern Alaskan ports, at 10:15 a. m.; Portland, from Southeastern Alaskan ports, at 11:30 a. m.

Seattle, Feb. 20. — Sailed: Monongahela, for Honolulu, towing tug Wanderer, at 6:15 p. m.; F. S. Loop, for San Francisco, at 8 p. m.

Cordova, Feb. 19.—Sailed: Admiral Evans, southbound, at 7 p. m.

Wrangell, Feb. 19. — Sailed: Jefferson, northbound, at 8 p. m.

Ketchikan, Feb. 20. — Sailed: Spokane, northbound, at 3:30 a. m.

Honolulu, Feb. 20. — Arrived: Schooner Blakely, from Bellingham, thence January 8 via Port Townsend, thence January 22.

Port Townsend, Feb. 21.—Passed in: Eastholm, for Tacoma, at 7:15 a. m. Arrived: Schooner Fred J. Wood, from Eagle Harbor, for Bellingham, during last night.

Port Townsend, Feb. 20.—Passed in: Matsqui, for Tacoma, at 3 p. m. Passed out: Tug Prosper, towing schooner Salvator, at 12:15 p. m. Sailed: Australglen, Diamond Point, for Melbourne, at 10:15 a. m.

Port Gamble, Feb. 20.—Arrived: Yosemite, from San Francisco.

Tacoma, Feb. 20.—Arrived: Celilo, from San Pedro.

Marshfield, Feb. 21.—Arrived, Rustler, from Astoria, 6:30 p. m.; last night, Westerner, San Pedro, 4 p. m.

San Francisco, Feb. 21.—(I. N. S.)—Arrived Feb. 20—Mandalay, Crescent City, 1:45 p. m.; Sea King, with barge E. M. Phelps, Port San Luis, 5:25 p. m.; Siytg Coast, Eureka, 9:55 p. m.; Phoenix, Bandon, 10 p. m.

Sailed—Helene, Los Angeles, 11:55 a. m.; Port Angeles, with Charles Nelson in tow, and James Johnson, Tacoma, 2:15 p. m.; A. C. Bedford, Puget Sound, 2:50 p. m.; Yale, Los Angeles, 3:10 p. m.; Henry J. Biddle, Nanaimo, with Acapulco, 3:25 p. m.; Arctic, Port Bragg, 4 p. m.; Tahoe, Grays Harbor, 4:15 p. m.; Mandalay, Los Angeles, 4:45 p. m.; Whittier, Port San Luis, 6:40 p. m.; Aurelia, Hueneme, 6:55 p. m.; Newburg, Bowen's Landing, 7:20 p. m.; Rainier, Vancouver, 7:45 p. m.; Araba, with Santiago, Monterey, 7:50 p. m.

FRANCE GIVES CROSS OF WAR TO AMERICAN

WASHINGTON, Feb. 21.—(I. N. S.)—For bravery under fire while with the French forces, an American private, James E. Moore, has been awarded the Croix de Guerre.

The medal was received this afternoon by the war department which, in turn, sent it to the state department, where it will be held until Moore is authorized by act of congress to receive it.

Moore is with the Seventeenth Ambulance company, which recently was sent to France, unassigned. His mother, Mrs. Margie Moore, lives in Bennettsville, S. C.

Army-Navy Orders

San Francisco, Feb. 21.—The following army orders were issued here today:

Captain F. E. Allen to Pacific coast disciplinary barracks, Alcatraz, for duty.

Captain F. A. Bird to Camp Lewis.

First Lieutenant R. B. Hill to Letterman general hospital, this city, for duty.

Colonel C. L. Potter will report to commanding general, western department, for duty, relieving Lieutenant Colonel C. J. Taylor.

Captain J. E. Carter, aviation section, to Vancouver barracks.

Second Lieutenant L. Dern, appointed first lieutenant aviation section, to Vancouver barracks.

Portland Bunkers Ample for Ships

Portland now has as good coal bunkering facilities as any port on the Pacific coast. Such is the assertion of the Chamber of Commerce in answering a request from Washington as to the facilities here.

The chamber showed that there is one bunkering plant here that has a storage capacity for 10,000 tons, and four companies are engaged in the business of coaling ships in the stream or while loading. These companies have all necessary barges and gear and guarantee to place coal aboard ship at the rate of 150 tons an hour or better. Vessels bunkered in this way would lose no time.

Carrier Pigeons Have Gas Masks

Washington, Feb. 21.—(U. P.)—Comes now the latest in warfare, gas masks for carrier pigeons. Advices from the front say the birds are thus protected while held in the trenches or sent with messages through gas-swept areas.

Partly mechanical and partly electrical is a Chicago inventor's alarm that fires five blank cartridges in succession if a burglar enters or tries to wander around a building.

Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says

"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female trouble of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well.

"My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."—Mrs. MARIE BOYD, 1421 5th St., N. E., Canton, Ohio.

Every Sick Woman Should Try

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Before Submitting To An Operation

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

FIRST AMERICAN AIRPLANES SENT TO ZONE OF WAR

Battle Birds Being Rushed to France Four Months Ahead of July, the Scheduled Time.

ALL HAVE LIBERTY MOTORS

Engines Used Are Latest Result of Combined Ingenuity; Speed Records Are Surpassed.

Washington, Feb. 21.—(I. N. S.)—The first American built battleplanes are on their way to the front in France. Equipped with 12-cylinder Liberty motors and representing the latest product of combined allied ingenuity, they have surpassed in test all records for speed and climbing for planes of their type.

They are being delivered practically four months ahead of schedule. Other battleplanes will follow immediately and in quantity. The peak of enormous production, brought about through typical American standardization, will be reached within the next month, when thousands of them will be on their way to cloud the western skies against the German hordes.

Announcement of this achievement was made Wednesday by Secretary of War Baker. He told in a frank, simple statement the trials and difficulties that the undeveloped aviation service of this country had to overcome to reach the point of perfection attained by the warring nations under the urge of their greatest emergency.

Program Hit Bumps at First

Three times were the plans drawn by the aviation experts on the war front changed or discarded for the more modern battleship of the skies. And again the 3000 miles that separates the American aviation commission from its base in Washington caused delays of from 17 days to 11 weeks in the shipment of important samples.

Secretary Baker makes it quite apparent that the size of the air fleet that Americans can put forth is limited only by the number of men who can be trained for the service.

"After three years of warfare," said the secretary in outlining the task surmounted, "the total number of planes able to take the air at any time on either side of the western front had not been over 2500.

Planes Not Due Until July

"This combined with the fact that 46 men are required on the ground for the plane in the air gives a truer perspective of the European aviation situation than is commonly possessed.

"For every plane in the air there must be two replacement planes on the ground and one training plane for every pilot who eventually reaches the front with a spare engine for each plane.

"Moreover, while the American program has been delayed by difficulties which were impossible to forsee when the tentative program was adopted in all our lack of knowledge last spring, it may be said that American planes are not due in France under the original schedule until July.

Monster Fleet Is Aim

"At the outbreak of war the first step both in sequence and importance was to build up an industry to rush out the training planes needed for the prospective aviators who were immediately in hand. This fresh and most promising personnel afforded indeed Americas largest immediate source of her aid to her associate nations in the air, which, while well able to turn out the latest type of air planes were seriously drained of men capable of manning them.

"The ultimate goal, however, was the construction of a large fleet of battleplanes.

"Two serious problems interwoven and reacting were immediately met, the almost total lack both of airplane industry and of airplane engineering knowledge. The estimates of the total value of the industry vary from $2,000,000 to $10,000,000 and of employes from 5000 to 10,000. The government was practically the only purchaser, having ordered 366 planes the year before the war, of which only 66 were delivered.

Many Men Are Needed

"The great problem now remaining is to secure the thousands of skilled mechanics, enginemen, motor repair men, wood and metal workers needed to keep the plane now in perfect condition. This great engineering and mechanical force at the airdromes, flying fields and repair depots both here and beyond the lines in France is an industrial link in the chain of air supremacy.

"Without them the planes turned out would be useless and the fliers helpless. Now that American battleplanes are going over seas, a great increase in the volunteering of skilled mechanics is both essential and expected."

RAIL BILL UP TODAY FOR VOTE IN SENATE

(Continued from Page One)

the measure and begin considering it under a five-minute rule. Prospects for its passage this week are bright. The conference between the two houses should take but a few days and indications today were that President Wilson will get the measure for signature late next week.

War in Pacific Feared

Predicting that America will soon be forced to fight for Alaska and Hawaii, Senator Lewis, Illinois, today demanded government ownership of the railroads as a preparedness measure.

"If private ownership of the roads continues," he said, "we will have no adequate means of rushing troops to points needing defense."

Lewis declared that German intrigue will incite Russia to seize Alaska, so as to force the United States to divide its fighting power and minimize her assistance to the allies on the western front.

Lewis' address was the call for a general advance of government ownership advocates in the closing hours of debate on the railroad control bill. They are centering their efforts on section 13 of the pending bill, covering the definite limit to federal control. They have lined up behind Senator Cummins' proposed amendment providing that at the end of the war the president shall appoint a board of five railroad directors to manage the roads.

Big Political Issue Next Year

Lewis declared that government ownership "will be the great national home issue of the next presidential campaign in connection with the international issue growing out of the war on peace terms.

"This bill," said Lewis, "is the beginning of the government's taking the roads as a government agency. They will never be permitted to return to the former state of personal control for private profit. At the same time this country takes over the roads it will take the telephone and telegraph privileges, and then the products for fuel, particularly coal and oil lands. The people will take possession of the people's property."

SENATE SUB-COMMITTEE INDORSES OVERMAN BILL WITHOUT AMENDMENTS

Washington, Feb. 21.—(I. N. S.)—The Overman bill was indorsed by the senate judiciary sub-committee this afternoon by a vote of three to two. Contrary to expectation the bill was not amended in any important particular by the sub-committee. A bitter fight on the floor of the senate over the measure is now regarded as inevitable.

As predicted, Senator Overman of North Carolina, Democrat; Senator Fletcher of Florida, Democrat, and Senator Nelson of Minnesota, a Republican, voted for the Overman bill, while Senator Reed of Missouri, Democrat, and Senator Dillingham of Vermont, Republican, voted against it.

The committee's action was a complete victory for the administration forces. It had been expected the committee would indorse the measure, but the general belief was it would write important amendments into the bill.

The Overman bill as it now stands, declares that "the president is hereby authorizd to make such distribution of functions among executive agencies as he may deem necessary in such manner as in his judgment shall seem best fitted to carry out the purposes of the act and to this end is authorized to make such regulations and to make such orders as he may deem necessary."

The measure also authorizes the president "to coordinate or consolidate any executive commissions, bureaus, agencies, officers or offices, now existing or hereafter created by law, to transfer any duties or powers from one existing department, commission, bureau, agency, office or officers, to another and to transfer the personnel thereof or any part of it either by detail or assignment together with such part of the records and property belonging thereto as may be necessary to enable the performance of the duties."

BIG FRAUD IN CLOTHING FOR THE ARMY IS BARED

(Continued from Page One)

property of the government, and he is also charged with other offenses.

Barnet Teitz, a manufacturer of overalls for the government, is charged specifically with "stealing and aiding others in stealing cloth, the property of the United States government."

Largest in Country

Jacob Weinstein and his son, Irving, who are jobbers in woolens, are indicted under the same offense and with having concealed the fact from the government inspector who interrogated them when an investigation was made.

Abraham Putsch and Leon Levin are charged with having embezzled cloth from the United States government. They were one of the best known manufacturers of military uniforms, and it is said they were the largest government clothiers in the United States. It is said they have manufactured 1,000,000 uniforms since this country entered the war.

Barney Robinson, a receiving clerk, and Morris Alewitz, a shipping clerk, both employed in the New York manufacturing company, also were among the indicted men. They are charged with perjury, born out of the testimony they gave at a recent examination before the federal grand jury.

Graft in Banking Charged

Washington, Feb. 21.—(U. P.)—Graft exists to an alarming degree among officers and directors of the federal reserve system, Chairman Carter Glass of the house banking and currency committee charged today in introducing amendments to the federal reserve act submitted by the treasury department.

Idle dollars are slacker dollars. Invest in War Savings Stamps. They pay interest.

Breaks a Cold in a Few Hours

First dose of "Pape's Cold Compound" relieves all grippe misery.

Don't stay stuffed-up!

Quit blowing and snuffling! A dose of "Pape's Cold Compound" taken every two hours until three doses are taken will end grippe misery and break up a severe cold either in the head, chest, body or limbs.

It promptly opens clogged-up nostrils and air passages; stops nasty discharge or nose running; relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness.

"Pape's Cold Compound" is the quickest, surest relief known and costs only a few cents at drug stores. It acts without assistance, tastes nice, and causes no inconvenience. Don't accept a substitute.—Adv.

With Fingers! Corns Lift Off

Doesn't hurt a bit to lift any corn or callus right off. Try it!

For a few cents you can get a small bottle of the magic drug freezone recently discovered by a Cincinnati man.

Just ask at any drug store for a small bottle of freezone. Apply a few drops upon a tender, aching corn or callus and instantly all soreness disappears and shortly you will find the corn or callus so loose that you lift it off with the fingers.

Just think! Not one bit of pain before applying freezone or afterwards. It doesn't even irritate the surrounding skin.

Hard corns, soft corns, or corns between the toes, also hardened calluses on bottom of feet, shrivel up and fall off without hurting a particle. It is almost magical.

Ladies! Keep a tiny bottle on the dresser and never let a corn or callus ache twice.—Adv.

HUNS MAY PLAN ATTACK IN PACIFIC

Big Noise About West Front Campaign Possible Mask; This Country Plans Checkmate.

Washington, Feb. 21.—(I. N. S.)—Military circles in Washington today were not inclined entirely to discredit the theory that Germany's much heralded thrust on the Western front is intended to mask what is in reality to be a drive on America's interests in the Pacific.

In fact, it was unofficially admitted today, the possibility of such a campaign is not being recognized for the first time, but that for some weeks suspicions have been entertained as to Berlin's motive in advertising the contemplated drive in the West.

With the resumption of the Teutonic drive into Russia, ostensibly to "wipe Bolshevikism off the face of the earth forever," and the announcement that the stage is set for the thrust on the Western front coming simultaneously, the fact that the whole campaign is possibly one of camouflage is keenly interesting American military authorities, if nothing else. In fact there were those who hinted broadly that America already has taken steps to frustrate any intentions Berlin may have on the United States' Pacific interests.

An advance upon Vladivostok and possession of this Russian port would put Germany in a position to threaten Japan and, if able to overcome Japanese opposition, to proceed against American interests in the Pacific. This would be accomplished, it is claimed, first through isolating Russia from Western Europe by the creation of a string of buffer states on the Western border and of the Baltic and Black seas, and secondly, by "peacefully" penetrating the Russian state until it is dominated entirely, both politically and economically, by German brains and German capital.

Meanwhile two German armies are sweeping into Russia and meeting with but slight opposition from the Bolsheviki.

See War's End, Sole Wish of Centenarian

Laporte, Ind., Feb. 21.—(I. N. S.)—"If I can live to see the war ended and all our boys brought home I will be ready to die," was the birthday greeting of Mrs. Emma Henry of Otis, this county, who Wednesday celebrated her one hundredth birthday.

Mrs. Henry has great-grandsons serving in France.

She is as hale and hearty, the family says, as she was 50 years ago.

Fire in College Takes Two Lives

New York, Feb. 21.—(I. N. S.)—Two young Salvation Army students were burned to death and 150 other persons were imperilled early today when a fire, starting in the kitchen of the training college of that organization, swept through the four story building and destroyed property valued at $75,000. The dead are: Winfield Andrews, 22, and Einar Anderson, 22.

REAL ESTATE TRANSFERS

L. J. Estes and wf. to Swan Hultin et al, L. 3, B. 20, Mt. Tabor Villa Add. . $ 1

Romulus B. Carey and wf to R. C. Markee Jr. and Katheryn B. Markee, L. 24, 25, B. 2, Peninsular Add. to East Portland 650

Hannah Nordlof to G. E. Merwin, L. 5, B. 36, Westmoreland 10

G. M. Jones and wf. to Clara A. Mann et al, L. 1, 2, B. 7, Burfield Add. . . . 10

H. W. Corbett to Sarah V. Hill, L. 404, Sec. 15, Riverview cemetery. . . 10

Sheriff to J. Chrudinsky, L. 3, B. 157, Couch's Add. 6,802

Edward W. Dixon to J. L. Howard, N. 9¼ ft. L. 4 and S. 28 2-3 ft. L. 5, B. 55, Sunnyside 10

Sheriff to Kate Beal, L. 22, B. 99, Laurelhurst 3,803

Lillie F. Rich to Scappoose Acres company, L. 18, B. 24, Holbrook's Add. to town of St. Johns 10

Sheriff to J. Maybee et al, L. 5, B. 6, Rolley Add. 299

John R. Krumm and wf. to Lillian H. Judd, L. 7, 8, 19, 20, B. 1, La-Dene Park Add. 1

John Lesser and wf. to F. H. and Letta Davis, S. 25 ft. L. 12 and N. 12½ ft. L. 11, B. 22, Central Albina . . . 10

Maude Bays et al to Amanda B. Nye, L. 6, B. 18, Laurelhurst 10

F. C. Ireland and wf. to Herman Rehberg et al, L. 3, B. 21, Vernon . . . 10

Laurelhurst Co. to Walter L. Ferris et tal, L. 3, B. 11, East Portland Hts. 10

Carrie M. Bryson to Elgie M. Keyser, L. 1, 2, B. 4, Brainard 10

Walter V. Smith and wf. to Ruth S. Carter, beg. at N. E. cor. of Leonard Jewett D. L. C., Sec. 2, T. 2 N., R. 1 W. 10

Laura M. Gammans to George H. Delaney, L. 24, B. 4, Gordon Place. . . 10

G. G. Gammans and wf. to Sarah J. Smith, L. 16, 17, B. 12, Evelyn. . . 230

Louella Mays to Mary E. Mays, L. 29, 30, B. 14, Tremont Park 1

N. A. Jeffery to Nautilla Inv. Co., L. 3, B. 34, L. 5, B. 39, L. 1, B. 40, L. 4, B. 54, Alameda Park, L. 15, B. 5, Altamead, L. 2, 3, B. 2, Avalon, L. 15, 16, B. 21, Belle Crest, L. 12, B. 8, Elberta, L. 13, B. 16, Elmhurst, W. ½ L. 1, 2, 3, B. 27, and all L. 18, 19, 20, B. 31, Fairport; L. 14, B. 7½, Laurelhurst, L. 3, B. 8, L. 2, B. 9, L. 4, 19, 20, B. 10; L. 2, 5, B. 11; L. 1, B. 13, Olmsted Park; L. 14, B. "D," Portsmouth Villa extd.; L. 4, 21, B. 12, Riverside Add. to Albina; E. ½ L. 5, 6, B. 86, Rose City Park; L. 2, 4, B. 14, Southern Portland; L. 9, 10, B. 33, Swinton; L. 10, B. 6, Waverleigh Hts.; L. 5, 6, B. 16, Wellington 1

J. W. Collins and wf. to W. A. Coddington, L. 3, B. 2, Merlow 10

Kenton Pacific Improvement Co. to John H. Jacobs, L. 32, B. 41, Kenton 500

George Crozier to J. C. Wilson, N. E. ¼ of N. W. ¼, Sec. 7, T. 1 S., R. 5 E. 1

Ada F. Alexander and hus. to R. W. Mazmeyer, L. 7, B. 12, Albina Homestead 10

Nettie R. Young to Clara E. Gibson, L. 5, 6, 19, 20, B. 2, Albion Add. . 1

William K. Shangle to John Hohman and wf. L. 3, B. 3, Rochelle . . . 10

J. F. Rudisile to Emmer Marzie Rudisile, L. 36 to 40, B. 21, Peninsular Add. No. 2 1

BUILDING PERMITS

Frank E. Dooly, alter 3 story brick ordinary hotel and stores, 89 N. 6th st. between Everett and Flanders; W. L. Buckner builder; $200.

Central Investment Co., repair 2 story frame restaurant, 194 4th st. near Taylor; William Foster builder; $75.

Bruce Curry, repair 2 story frame store, 996 Union ave. between Going and Wygant; Edw. F. Petersen builder; $160.

Terminal Ice & Cold Storage Co., repair 5 story mill building, 284 Hoyt st. between 3d and 4th; builder, E. A. Graf; $100.

V. A. Williams, erect frame garage, 689 Frederick st. between E. 19th and E. 20th; builder same; $50.

L. E. Rose, erect frame garage, 715 S. Kellogg between Mohawk and Tyler; builder same; $75.

Z. S. Spaulding, repair 2 story brick ordinary stores, 131½ 2d st. between Alder and Washington; Andrew Hair builder; $50.

Chester Murphy, wreck 2½ story frame building, 26½ st. corner Nicolai; Columbia Wrecking Co. wreckers; $500.

Grace B. Nickerson, repair 1½ story frame residence, 446 Chicago between Central ave. and Smith; builder same; $150.

J. H. Joyce, erect frame garage, 59 Meikle place between Couch and Burnside; Eli Simonson builder; $280.

Joe Orlando, repair 1 story frame residence, 842 E. 27th st. near Gladstone; builder same; $125.

Marco Investment Co., repair 3 story brick ordinary apartments, 464 E. Couch st. between E. 8th and E. 9th; builders same; $75.

A. Spellman, repair 2 story frame stores and apts., 1389 Sandy blvd. between E. 50th and E. 51st; Ed Young builder; $650.

NEW TODAY

FORDS

All models—1914 to 1917. Many completely overhauled and repainted. We are selling them at real bargain prices.

Covey Motor Car Co.
21st and Washington Sts.
Main 6244

STUDEBAKER SIX

Seven-passenger '18 series Touring Car, driven a little over 1,000 miles. Practically the same as a new car. Will sell for $900.

Covey Motor Car Co.
Washington at 21st St.
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FERTILIZER

Manure for lawn, garden or roses. Call East 181 or C-2274.

PHONOGRAPHS AND RECORDS
Bought, Sold and Exchanged
516 EILERS BLDG.

AUCTION SALES TOMORROW

AT WILSON'S Auction House, 169-173 2d st. Sale at 10 a. m.

AT 2 p. m. at Ford Auction Co., 191 2d st. Furniture, carpets, etc.

MEETING NOTICES 41

AL KADER TEMPLE, A. A. O. N. M. S. Stated session Saturday, February 23, at 8 p. m., Masonic Temple, West Park and Yamhill streets. Concert by the Chanters and band at 7:30 p. m. Visiting nobles cordially invited. By order of the Potentate.
HUGH J. BOYD, Recorder.

B. P. O. ELKS No. 142. Regular meeting this (Thursday) evening, Elks' temple, 8 o'clock. Initiation. Visiting brothers welcome. By order of the E. R. M. R. Spaulding, Sec.

WEBFOOT CAMP NO. 65, W. O. W., every Friday night in W. O. W. Temple, 128 11th st. Members requested to be present. Visitors welcome. L. G. De Young, Acting C. C.; H. L. Barber, Clerk.

WASHINGTON COMMANDERY No. 15, Knights Templar. Joint celebration with Washington Masonic bodies tomorrow (Friday) evening. Address by R. E. Sir Frank J. Miller, P. G. C. Sojourning brother knights courteously invited.
ROBERT MARTYN, Recorder.

COLUMBIA LODGE, NO. 114, A. F. AND A. M.—Special communication this (Thursday) evening at 7:30 o'clock, Masonic Temple. Labor in the M. M. degree. Visiting brethren always welcome. By order W. M.
FRED L. OLSON, Sec.

SELLWOOD LODGE NO. 131, A. F. AND A. M. Stated communication tomorrow (Friday) evening at 8 o'clock. Work in F. C. degree. Visitors welcome. By order W. M. J. H. Butler, Sec.

PORTLAND LODGE NO. 55, A. F. AND A. M. Special communication Friday evening, 8:00 o'clock. Work in F. C. degree. Visitors welcome. Order W. M. C. M. Steadman, Sec.

OREGON COMMANDERY, K. T.—Special conclave this (Thursday) evening at 7:30. Order of the Temple. Your attendance will be appreciated.
C. F. WIEGAND, Recorder.

MOUNT HOOD LODGE No. 157, A. F. and A. M. No meeting tomorrow (Friday) evening.
ED C. DICK, Secretary.

ALBERT PIKE LODGE NO. 162, A. F. & A. M.—Special communication Friday eve., Feb. 22, at 7 o'clock. M. M. degree. Visitors welcome. By order of W. M. E. R. IVEY, Sec.

A MASK ball will be given Saturday evening, February 23, by the Hyland Social club, at Selling-Hirsch building, 386½ Washington st.; 6 prizes will be given. Admission 35c for gents, 25c for ladies.

EMBLEM Jewelry a specialty, buttons, pins, charms. Jaeger Bros., 131-3 6th st.

Vital Statistics
Marriages. Births. Deaths.

MARRIAGE LICENSES

Amandus Hansen, 35, 1128 E. 15th st. N., and Anna Williamsen, 29, 964 E. 31st st. N.

Wedding Announcements
W. G. Smith & Co., 311 Morgan bldg.

DRESS SUITS for rent, all sizes. Unique Tailoring Co., 309 Stark st.

BIRTHS

WOOD—To Mr. and Mrs. Eddy Bryton Wood, 8121 Woodstock ave., Feb. 8, a daughter.

HUIT—To Mr. and Mrs. Frederick S. Huit, 5723 59th ave., Jan. 31, a son.

LELAND—To Mr. and Mrs. Charles C. Leland, 505 W. Johns, Feb. 14, a daughter.

HEDEEN—To Mr. and Mrs. Arthur Hedeen, 856 Colonial, Feb. 7, a son.

BUCKNER—To Mr. and Mrs. John Thomas Buckner, 1455 Montana, Feb. 14, a son.

BLAKELY—To Mr. and Mrs. Leonard Blakely, 421 E. Morrison, Feb. 9, a son.

BARKER—To Mr. and Mrs. James C. Barker, 3539 68th, Feb. 7, a daughter.

WRENN—To Mr. and Mrs. Van C. Wrenn, 569 E. 64th, Feb. 7, a daughter.

MURPHY—To Mr. and Mrs. Walter B. Murphey, 1088 E. Stark, Feb. 12, a son.

BLANC—To Mr. and Mrs. Abel Blanc, 5612 45th ave., Feb. 15, a son.

SCHMIDT—To Mr. and Mrs. John Schmidt, 861 Grand ave., Feb. 13, a son.

JOLLEY—To Mr. and Mrs. Jesse Edward Jolley, 6348 84th, Feb. 13, a daughter.

WALLWORK—To Mr. and Mrs. Carl H. Wallwork, 1047 Schuyler, Feb. 15, a son.

MONGE—To Mr. and Mrs. Benny Monge, 440 4th, Feb. 15, a daughter.

FUOCO—To Mr. and Mrs. Domenico Fuoco, 425 Patton road, Feb. 8, a son.

FERRANDO—To Mr. and Mrs. Joe Ferrando, 682 E. Frederick, Feb. 10, a daughter.

PACI—To Mr. and Mrs. Silvio Paci, 471 E. 10th, Feb. 10, a son.

BRAIOVICH—To Mr. and Mrs. Duye Braiovich, Feb. 11, a daughter.

BENTLEY—To Mr. and Mrs. Thomas H. Bentley, 584 E. Taylor, Feb. 5, a daughter.

PLATT—To Mr. and Mrs. Clemmer Platt, 94 Hazel Fern Place, Feb. 7, a son.

THRALL—To Mr. and Mrs. Edward Thrall, 414 E. 34th, Feb. 14, a son.

DEATHS AND FUNERALS 75

OBERG—At the home of her father, 1430 East Flanders st., February 20, Ruth Marion Oberg, aged 10 years 6 months and 1 day, daughter of Albert Oberg, sister of Mrs. Leslie Blair and Mrs. Paul W. Robins of Spray, Or., Florence M. and Carol W. Oberg of this city. The funeral services will be held at the conservatory chapel of F. S. Dunning, Inc., at 2 p. m. tomorrow (Friday), February 22. Friends invited. Interment Multnomah cemetery.

IREDALE—In this city, February 20, Joe Iredale, aged 58 years, husband of Mrs. Grace Iredale. The remains are at the residence establishment of J. P. Finley & Son, Montgomery at 5th. Notice of funeral hereafter.

DEATHS AND FUNERALS 75

THOMPSON—February 20, at Mayo Apartments, Mrs. Rebecca Jane Thompson, age 78 years, an Oregon pioneer of 1843, beloved mother of Mrs. Milly Eastham, Mrs. W. D. Pasley and Miss Ella Thompson of this city; Mrs. Alice Wallace, Eugene, Or.; Grant and O. E. Thompson of Crane, Or. The remains will be forwarded tomorrow (Friday) morning by the Pearson Undertaking company, Russell Street and Union avenue, to Eugene, Or., for services and interment.

BEAM—In this city, at 159 East Seventy-fifth street north, February 20, Jirah C. Beam, age 71 years 29 days, beloved husband of Susan A. Beam. Funeral services at W. H. Hamilton's residence funeral chapel, East Seventy-ninth and Glisan, Friday, February 22, at 2 p. m. The Independent Order of Odd Fellows, of which he was a member, will conduct the services, open service by Rev. C. L. Hamilton of Montavilla M. E. church, concluding service at Portland crematorium.

POLSKY—Abraham Polsky, 208 Caruthers, Feb. 18, 77 years, lobar pneumonia.

POWELL—Arvilla Howard Powell, 356 E. 44th, Feb. 17, 48 years, broncho pneumonia.

PETERSON—May Belle Peterson, 664 Linn ave., Feb. 17, 52 years, heart disease.

ave., cmfwyp ETAOI m h shrdlu mahtmahtat ave., Feb. 16, 67 years, dilatation of heart.

ROURKE—Pat O. Rourke, 9 N. 2d, Feb. 18, 60 years, cerebral hemorrhage.

RUSSELL — Charles Osborn Russell, steamer Pronto, Feb. 17, 49 years, dilatation of heart.

MARTIN—Wilford Martin, Good Samaritan hospital, Feb. 19, 15 days, inanition.

FLORISTS

MARTIN & FORBES CO., Florists, 354 Wash. Main 269, A-1269. Flowers for all occasions artistically arranged.

CLARK BROS., Florists, 287 Morrison st. Main or A-1805. Fine flowers and floral designs. No branch stores.

LUBLINER, Portland Hotel, 328 Morrison.

MAX M. SMITH, Florist, 141½ 6th st.

FUNERAL DIRECTORS

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A MODERN SPACIOUS FAMILY ROOM WITH PRIVATE ENTRANCE.
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Dunning & McEntee Undertakers, Modern in every detail. Broadway and Pine sts. Phones Broadway 430, A-4558. Lady assistant.

F. S. Dunning, Inc.
The Golden Rule Undertakers.
414 E. Alder st. Phone East 52, B-5225.

A. D. Kenworthy Co.
Tabor 5267. 5802 92d st., Lents.
Tabor 5895. 66th st. and Foster road, Arleta.

East 781 B-1888 LERCH Mrs. Lerch Assistant
Undertakers E. 11th and Hawthorne

MILLER & TRACEY, Independent Funeral Directors. Prices as low as $20, $40, $60. Washington at Ella. Main 2691. A-7885.

HAMILTON 1973 E. Glisan st. Funeral services. Tabor 4313.

Breeze & Snook Belmont at 35th. B 2546, Tabor 1258.

Skewes Undertaking Co. Main 4152. A-2321. Corner 3d and Clay.

A. R. Zeller Co 592 Williams ave. East 1088, C-1088.

R. T. BYRNES, new residence establishment. 991 Williams ave. Woodlawn 220, C-1943.

CHAMBERS-KENWORTHY CO., 1111 Kerby st. Woodlawn 3306, C-1133.

MONUMENTS

BLAESING GRANITE CO. 267 3RD ST. AT MADISON

PORTLAND MARBLE WORKS, 264-266 4th st., opposite city hall. Main 8564. Philip Neu Sons for memorials.

LOST AND FOUND 21

THE following articles have been found on cars of the Portland Railway, Light & Power company, February 19, 1918. One knitting kneedle, 2 lunch boxes, 2 hand grips, 2 pairs rubbers, 4 books, 1 bank book, 1 shipyard file, 6 packages, 1 bank check, 1 badge pin, 1 pair glasses, 2 handbags, 2 gloves, 1 key, 2 purses, 1 music roll, 1 envelope, 1 fountain pen, 1 umbrella. Owners may obtain property at First and Alder st. station.

LOST—Gray horse, about 1000 lbs., near Clackamas; please notify Tabor 913 or 1988 E. Clay.

LOST—A black purse containing $30.50, between 13th and 3d, on Washington st. Return to Mrs. E. Hall, 500 E. Market.

LOST—A gold bar pin between 21st and Johnson and Strand theatre. Reward. Phone Broadway 1912.

LOST—Brindle and white Eng. bull dog, wearing brass collar, marked B. M. H., valued as pet. Mrs. B. M. Hertel, 1704 Morris st.

LOST—Brindle bull dog, star and white streak down face; name Duke. Phone East 3441.

FOUND—Storm curtain for wagon. Owner call East 5224.

LOST—A gold bar pin, between 21st and Johnson. Reward. Phone Broadway 1912.

LOST—Pair of gold eyeglasses, Monday afternoon. Phone Marshall 1387.

TAKEN UP—One Jersey cow, at dairy, corner Vancouver ave. and Columbia blv.

LOST—South African Queen's medal. Call Woodlawn 648.

LOST—Ring of keys, at 38th and Tillamook. Phone Tabor 5213.

LOST—Setter dog, in Alberta district. Call Woodlawn 1852.

LOST—Lady's gold watch; $5 reward given. Elite Millinery, 380 Morrison st.

HELP WANTED—MALE 1

WANTED

I want boys over 16 with wheels, pay you for the use of your bicycle. Work is clean and steady. Can make $60 to $100 per month. Excellent chance for advancement.

Elmer L. Bailey
253 Oak St.

WANTED—A boy to work in the morning, light delivery, who has paper route in the afternoon. Prefer boy with wheel. B-876, Journal.

MAN WANTED to drive truck; must be able to make own repairs. Riverview Dairy, 1003 Belmont st.

GROCERY ORDER CLERK—Must be experienced. Apply 9 to 10 a. m., superintendent's office, Olds, Wortman & King.

BOYS OVER 16 YEARS to learn the grocery business. Apply superintendent's office, 9 to 10 a. m. Olds, Wortman & King.

A STEADY milker who can handle horses. Wages $50 per month, board and lodging. F-663, Journal.

WANTED—A young man to drive milk wagon; wages $65, board and room; must furnish references. Tabor 2702.

INTELLIGENT young man of neat appearance and willing to work; state age, experience and salary. D-905, Journal.

WANTED—An experienced clothing salesman for permanent position. Apply at once at Levitts, 145 3d st.

YOUNG man, 17 to 20, opportunity in wholesale line. Answer in own handwriting and give references. L-671, Journal.

WANTED—First class barber in first class barber shop. Call Rogers' Barber shop, Corbett bldg.

JANITOR WANTED—Apply at once. Levitt's, 144 3d st.

WANTED—Man with money to run spruce mill. J-608, Journal.

IRON MOLDER wanted at Shofner Iron works, Rainier, Or. Wages $5.50, 8 hrs. Phone 612.

YOUNG man to clean gears and learn auto painting. Apply 21st & Washington, 4th floor.

WANTED—Salesman and collector for city work. Singer Sewing Machine Co., 402 Washington.

JANITOR and wife to manage apartments; state wages and experience. L-733, Journal.

(Continued on Next Page)