SHIP THAT CAN BE DEMOUNTED IS TO HAUL OREGON FIR

Novel Method May Solve Tonnage Problem and Reduce Cost of Transportation.

LARGE ORDER IS PLACED

Craft to Be Propelled by Own Steam; Machinery Will Be Removed at Destination.

Shipment of timber from British Columbia to the United Kingdom by means of a demountable ship is proposed. The british controller has placed an order for 2,000,000 feet of lumber to be shipped in this novel manner. The project is being keenly watched in local circles because of the promises which have been made for its success.

It is proposed to ship the lumber in a craft propelled by its own steam. The plan is to build the cut lumber into the ship, and after her arrival at her destination, to remove the machinery for return for future use.

If the plan is successful, experts say, it may revolutionize the present method of lumber shipments, and incidentally solve the tonnage questions. Reduction in the cost of transportation is cited as one of the chief advantages of the new plan.

In construction of the ship the blocks are first laid for the keel, and the fore and aft cross timbers are put into position. The vessel will then be launched with donkey engines on board. It is proposed to use these engines in hoisting lumber out of the water and placing it in the ship. The timber will be clamped down with bolts and nuts for every eight feet of depth.

On reaching its destination the fastening will be removed from the ship to facilitate the distribution of the timber composing the ship.

The vessel will have a schooner rig with auxiliary engines, and the latter may be taken out and returned or sold after the voyage has ended.

STEAMER CRESAP HITS ROCK; MUST BE DOCKED FOR REPAIR

Damage was suffered by the new wooden steamer Cresap when she got out of the ship channel Friday night and struck a rock while attempting to make St. Helens for a load of ties, according to Frank O'Connor, general agent of the Pacific Steamship company, operators of the ship for the shipping board.

According to O'Connor, the Cresap's keel was damaged and it will be necessary for the ship to be placed on the drydock.

The Cresap is a 4000 ton craft, built by the Peninsula Shipbuilding company of St. Johns.

WOODEN STEAMER CAPINES IS ASSIGNED TO LOCAL RUN

Assignment of the new wooden steamer Capineo to the Columbia Pacific Shipping company for operation for the shipping board, was announced today by Major Cartwright, assistant manager of the local shipping firm.

The Capines was built by the George F. Rodgers shipyard of Astoria and was the second vessel to be launched at that yard. The vessel will be checked in by the operators next Monday, and immediate loading has been assured.

C. D. Kennedy, chief of the division of operations of the shipping board, has not yet announced to what service the craft will be assigned. It has been customary to use the new wooden ships built in this district as tie and lumber carriers.

LOWER FREIGHT RATES ARE OBTAINED FOR BOX SHOOKS

Local exporters are following up inquiries for box shooks in connection with European buyers, now that the Williams, Dimond & Co. line of ships is in operation, with regular sailings out of this port. Recently the Columbia-Pacific Shipping company of Portland, local agents for the line, obtained a reduction of rates for the shooks, as applied from Portland to points in the United Kingdom. The new rate is $1.95 a hundred pounds, where as the former rate was $3 a hundred.

Some months ago local exporters sent several shiploads of box shooks from Portland and the Columbia river to Honolulu, where the Oregon product was used in packing pineapples. This trade had formerly been enjoyed almost exclusively by Seattle shippers.

TRAINING SHIP IRIS IS DELAYED

Will Tie Up at Municipal Dock No. 2 Late This Afternoon.

Delay in the arrival of the United States training ship Iris, which was expected to reach Portland from Seattle this afternoon, will make the docking time of the ship late this afternoon. The vessel will be berthed at municipal dock No. 2, at the foot of East Washington street.

Sunday morning at 8 o'clock the Kiwanis club will stage a "sea going breakfast" on board the ship. The brief stay of the ship in Portland will be used to boost the campaign for more recruits for the American merchant marine. Particular interest in the visit of the Iris arises from the fact that some 30 Portland boys who are in the marine service will be on board the vessel.

News of the Port

Departures August 23

Rose City, American steamer, for San Francisco; general.

Departures Aug. 22

Tripp, American steamer, for Italy via San Francisco; wheat.

F. S. Loop, American steamer, from Westport, for San Francisco; lumber.

Conditions at River's Mouth

North Head, Wash., Aug. 23.—Weather conditions at the mouth of the Columbia river: Sea obscured, dense fog; wind, north; humidity, 48.

Tides at Astoria Sunday

High Water	Low Water
0:16 a. m. 7.5 feet	7:18 a. m. 0.9 feet
	7:39 p. m. 1.4 feet

DAILY RIVER READINGS

8 a. m., Pacific "Summer" Time.

STATIONS.	Flood Stage.	Height (in feet)	Change in last 24 hours.	Rainfall last 24 hours.
Umatilla	25	6.3	-0.1	0.00
Albany	20	0.6	-0.1	0.00
Salem	20	1.7	0.1	0.00
Oregon City	12	4.2	-0.1	0.00
Portland	15	5.2	*0.1	0.00

(*) Rising. (-) Falling.

RIVER FORECAST

The Willamette river at Portland will remain nearly stationary during the next two or three days except as affected by the tide.

AT NEIGHBORING PORTS

Astoria, Aug. 23.—Sailed at midnight: Steamer Eclipse, for trial trip at London and Liverpool, via San Francisco. Sailed at 5:30 a. m.: Steamer Daisy Putnam, for San Pedro.

San Francisco, Aug. 22.—Sailed at noon: Steamer Atlas, for Portland, at 2 p. m.: Steamer Klamath, from Portland, for San Diego via San Pedro.

Eureka, Aug. 22.—Sailed: Steamer City of Topeka, for San Francisco, for Portland.

Dunkirk, Aug. 17.—Arrived: Steamer Cascade, from Portland, Or., via Neport News, Cristobal and Balboa.

Seattle, Aug. 23.—(I. N. S.)—Arrived, S. S. San Diego, from San Pedro, at 1:30 a. m.; M. S. Apex, from Southeastern Alaska, at 12:30 a. m.; Mahnet, from sea with broken air pump, at 3:30 a. m. Sailed, at 8, Chicago Maru, for Hongkong, at 10:30 a. m. Arrived, August 22, schooner Alert, from Dunedin, in tow of tug Katahdin, at 9 p. m.; S. S. Mannahocking, from Grays Harbor, at 6 p. m.; U. S. S. Brookdale, from Tacoma, at 4:30 p. m.; Alaska, from Southeastern via Southeastern Alaska, at 1:30 p. m.; Morning Star, from Vancouver, at noon. Sailed, August 22, S. S. Wakena, for Powell River via Vancouver, at 8 p. m.; Olen, for Hongkong, at 11:30 a. m.; U. S. S. Nanshan, for Pribiloff Islands; Northwestern, for Southwestern via Southeastern Alaska, at 11:30 p. m.

Shanghai, Aug. 20.—(I. N. S.)—Arrived, schooner Levi Orcutt, Ostlander, from New York via Balboa. Arrived, August 16, S. S. Harold Dollar, from Vancouver.

Yokohama, Aug. 14.—(I. N. S.)—Arrived, S. S. Kongosan Maru, from Seattle.

Sydney, Aug. 19.—(I. N. S.)—Sailed, S. S. Princessin, for Vancouver.

Shanghai, Aug. 22.—(I. N. S.)—Arrived, S. S. Canadian Volunteer.

Victoria, Aug. 23.—(I. N. S.)—Arrived, S. S. Governor, from Seattle, at 6 a. m., and sailed for San Pedro via San Francisco, at 8 a. m. Sailed, S. S. Winnipeg, for Nanaimo. Passed out, S. S. Ardmore, for Port San Luis, at 1:30 a. m.

Vancouver, Aug. 23.—(I. N. S.)—Arrived, S. S. Protesilus, from Seattle.

Dungeness, Aug. 23.—(I. N. S.)—Passed in, S. S. Admiral Sebree, in tow of S. S. Queen, for Seattle, at 7:30 a. m.; Prince of Wales, for Sound ports, at 11:30 a. m.

Bellingham, Aug. 22.—(I. N. S.)—Arrived, S. S. Firwood, from Seattle.

Bremerton, Aug. 23.—(I. N. S.)—Sailed, S. S. Ketchikan, for Comox.

Tacoma, Aug. 22.—(I. N. S.)—Arrived, S. S. Phyllis, from San Pedro.

San Francisco, Aug. 23.—(I. N. S.)—Arrived 22: Tug Relief towing barge Charles B. Kenney, Eureka, 9:50 p. m.

Sailed Aug. 22: Athens, Portland, 11:50 a. m.; Klamath, Los Angeles, 2:10 p. m.; Coquille River, Port Bragg, 2:30 p. m.; Girlie Mahony, Albion, 4:10 p. m.; Washington, Eureka, 4:20 p. m.; Bertie M. Hanlon, Los Angeles, 4:40 p. m.; Frank H. Buck, Gaviota, 5:45 p. m.; Silverado, Honolulu, 7:05 p. m.; Chehalis, Grays Harbor, 7:25 p. m., G. C. Lindauer, Coos Bay, 11 p. m.

40,000 Pounds of Sugar Seized; The Owner Unknown

Chicago, Aug. 23.—(I. N. S.)—Federal officials today are seeking the owner of 40,000 pounds of sugar which was confiscated in the railroad yards Friday by District Attorney Charles F. Clyne. Federal officials say the sugar has changed hands three times since July 24, when it arrived here, and on each occasion excessive profits were realized by each "seller."

District Attorney Clyne indicated today that if the owner failed to identify the sugar it would be sold on order of the court.

Sugar Dealer Held as Pirate

Chicago, Aug. 23.—John Syme, sugar dealer, charged by federal investigators with selling sugar bought for $9.85 a hundred pounds for $12.85, was arrested on a federal warrant late today. He was released on $10,000 bond. The arrest of Syme is the fourth in this city growing out of the government's fight agains' the high cost of living.

Sharp Decline at Dallas

Dallas, Texas, Aug. 23.—(U. P.)—Reports that the government had resumed control of sugar caused a sharp decline in wholesale prices here today. Extra fine granulated sugar was quoted at $10.18 per hundred.

Defective Flue; Afternoon Blaze; Damages, $1500

Fire starting in a bedroom at the home of Mrs. M. L. Piper, 3 East Sixty-first street north, late Friday afternoon, caused a damage of $1500 to the home. Firemen believe the blaze was started by a defective chimney. Fire companies were called out at 2:30 o'clock this morning to put out a blaze in a pile of rags in a house at 105 Tenth street. Little damage was done by the flames.

DR. VAN FOSSEN OF METHODIST CHURCH IS DEAD, AGED 70

Superintendent for Klamath Falls District Passes Away at Ashland.

Dr. Harmon Jesse Van Fossen, district superintendent of the Methodist church in the Klamath Falls district, died at his home in Southern Oregon Friday night, according to a long distance telephone message received early today by Dr. William Wallace Youngson, superintendent of the Portland district.

Dr. Van Fossen was just about to retire from the ministry for a year of travel. He was past 70 years old and had been superintendent of the district for the full six year period allowed by the conference.

He entered the ministry in 1877 and moved back and forth from Minnesota to Tennessee in the course of his work until 1905, when he came to Oregon.

He had occupied pulpits at Drain, Ashland and Astoria.

Mrs. Lena Mayer

Funeral services were held this afternoon at the conservatory chapel of the East Side Funeral Directors for Mrs. Lena Mayer, the Rev. J. A. Goode officiating. Mrs. Mayer was a native of Germany and had resided in Portland for over 30 years. She resided at 449 East Lincoln street and died Wednesday at the age of 57. Surviving Mrs. Mayer is her husband, Christian Mayer, and two children, E. G. and Flora Mayer. Final services were held in Mt. Scott Park cemetery.

Velma Davidson

The body of Velma Davidson, who was drowned Tuesday near Forest Hall on the Columbia River highway while endeavoring to save a boy companion, has been forwarded by Miller & Tracey to Gold Hill, Oregon, where she was reared and where funeral services were held. Miss Davidson was the daughter of Mr. and Mrs. J. E. Davidson and a niece of W. H. Miller of Gold Hill, and was in her twentieth year.

Alex Routledge

Funeral services were held Thursday at the Miller & Tracey chapel for Alex. Routledge, who died Tuesday at his home, 68 Cornell road. He was a native of Canada, aged 69, and had been in the oyster house business for over 25 years in this city. A brother, George Routledge, survives him. Final services were in Mt. Scott cemetery.

Mrs. Mame H. Harding

Mrs. Mame H. Harding, wife of E. W. Harding, aged 69, died Wednesday at her home, 647 East Seventieth street. She had resided in Oregon 24 years and in Portland six years. Funeral arrangements are in charge of F. S. Dunning & Co., 414 East Alder street.

WAR RUSH LIFTS COST OF SPRUCE

(Continued From Page One)

speed, but that neither spruce production, soldier labor nor working conditions made for economic construction. As a temporary expedient he defended riving, condemned by other witnesses, saying that by it alone straight spruce could be obtained speedily from almost inaccessible places. The cut-up plant, he averred, should be free of all criticism. The Siems-Carey railroad should be salable for one third to one half its cost, he thought.

ANIMUS IS BARED.

Donovan stripped the covering from the animus alleged to be in considerable part back of the spruce production phase of the congressional aircraft investigation when he declared that seven Puget Sound loggers schemed to break the Siems-Carey logging contract by offering to enter into a non-profit contract covering the same work. The logger said that when, at his instance, a general meeting defeated the move because to have it taken away the Siems-Carey contract and given it to a new organization would have occasioned a 90-day delay when war's exigencies might have made delay fatal.

Over Chairman Frear's protest, Donovan testified, Congressman Lea conducting the examination. He declared his belief in the integrity of General Disque. He said Disque paid no heed to politics, that he was hostile to all attempted graft and thus his one motive, in common with those associated with him, was to serve the government's emergency need of airplane material.

FREAR DISPLEASED

Chairman Frear, whose references to Disque throughout the hearing have not been complimentary, said to his mind testimony supporting Disque would merely "cumber the record." He simply thought unnecessary Donovan's personal denial of the charge certained in the telegram of Major Howes.

An intelligence officer, intimating that Donovan, through the influence of John D. Ryan, director of aircraft production, let a sub contract with the Siems-Carey people, in the execution of which the Bloedel-Donovan Mill company was to receive special advantage from the C. M. & St. P. Donovan asserted all this to be false. He denied that a box factory built by his company was for the purpose of utilizing portions of spruce logs cast aside by the government.

The director of the Spruce Production corporation was enthusiastic in his praise of the Loyal Legion of Loggers and Lumbermen, organized by General Disque. Before organizing the Loyal Legion, 20 per cent of the men in the words were disloyal, sabotage was rife and trouble was constant. All the bomb exploding and setting of fires disappeared under the Loyal Legion, averted Donovan.

BRITISH NOT DECEIVED

The English were not deceived in their settlement for spruce, said the witness, answering an earlier charge of the hearing that salvage value had been based upon premature estimates.

Donovan took up the figures of logging railroad cost presented by witnesses Friday. The figures were correct, said he, but the comparison with the Siems-Carey railroad at $112,000 a mile was unfair because the former were built to carry not over 100,000,000 feet a year, the government railroad to carry 500,000,000 feet a year under all conditions. Chairman Frear denied an interview credited to him in the Seattle Post-Intelligencer of July 14, in which gross spruce waste was charged. He read a letter from former Sergeant E. A. Madden of the Twenty-first spruce squadron, now at 1919 Valley street, San Francisco. Madden said food furnished soldier loggers by the Bloedel Donovan Mill company "wasn't fit for a dog," that 85 men were charged a total of $170 for two weeks of electric light, that housing accommodations were insufficient. Donovan entered denial and asked for a few hours to secure proof. "The charge is a lie," he said.

The dual contract with the Siems-Carey-H. S. Kerbaugh corporation for railroad and mill buildings in Clallam county, about which much has been insinuated and charged since the beginning of the congressional spruce production investigation, was signed in Washington over the head of General Brice P. Disque, commander of the spruce production division, and General Disque admitted this fact before eight of the nine directors of the Pacific Northwest Loggers' bureau at a meeting in Portland, said E. B. Chinn, one of the directors, before Congressman Frear, McGee and Lea, at the Friday afternoon session.

T. G. Horton, another director, testified substantially the same. But where Chinn had carried away the impression that the contract was distasteful to Disque, Horton thought he favored it.

Both statements were in line with the efforts of Chairman Frear, obvious from the first, to show that lines attached to airplane production, open in the Northwest, lead back to Washington and to those who knew exactly what they wanted to get out of the government's necessity for material to supply the war needs in the air.

Chinn further testified that the Siems-Carey-Kerbaugh organization, with no knowledge of logging, had been brought to the Northwest, over the heads of all the logging fraternity, to tackle the largest of all stands of desirable spruce, under cost plus contracts aggregating $6,000,000, when the loggers and the millers had sufficient equipment to meet all the government's needs for spruce.

JOB FOUND DIFFICULT

Chinn added that after the Northwest loggers had protested, General Disque reported the willingness of Siems-Carey-Kerbaugh to turn over the logging end of their contract to the Northwest loggers, who had offered to do the work on a non-profit basis. When they found, however, he said, that the condition imposed was to get out in a year 500,000,000 feet on Nos. 1 and 2 spruce logs, with the power of contract cancellation in the hands of Siems-Carey, they declined.

Here Congressmen Lea's questions brought out that Siems-Carey had felt themselves under their original obligation, to be able to furnish in 18 months 250,000,000 feet of spruce flitches, requiring approximately 1,000,000,000 feet of logs, secured either by their own efforts or by the loggers.

FAILS TO MAKE GOOD

"Framed in the tone of the Czar of Russia," exclaimed Frear when Disque's letter accepting the loggers' proposition was introduced.

"It says 'I will do this' and 'I will do that,' as if he were the government." Friar then took the letter to reread, but, rather remarkable, could repeat from it no such expression as he had declared it contained.

Chinn told Friar that the loggers were offered no such priorities as Siems-Carey enjoyed and yet told Lea that the loggers feared introduction of equipment in addition to their own.

He declared that Siems-Carey had violated the spruce production wage schedule, paying $5 a day instead of $4, and later he said he knew of 10 or 12 such instances. He also added that when all the loggers met to discuss taking over the spruce logging enterprise some voted to decline the opportunity "because the conditions were impossible and others because Siems-Carey were doing a good enough job of logging, and it was not a good time to trade horses in the middle of the stream." He said that the loggers had adopted a resolution urging the cancellation of all cost plus contracts as wasteful and destructive.

STIFF GRADE ON CHEAP ROAD

"You knew," asked Congressman Lea, "that when you adopted that resolution the armistice had been signed?" "Yes," and trouble was constant. "Don't you know every emergency war contract contained the cancellation clause?" Lea asked, and Chinn answered affirmatively.

A. A. Scott, Port Angeles logger, testified that he had built a logging road at $14,000 to $15,000 a mile as contrasted with a cost of $112,000 a mile of the road built under the Siems-Carey contract.

His road had 7 per cent grades, he admitted later. Scott testified that 30 to 35 Puget Sound mills on tidewater could have met the government's needs and there was no possibility of building the Port Angeles and Lake Pleasant mills by Siems-Carey. He complained that the contractors had shipped one mill from British Columbia.

It is said later testimony, more friendly to the spruce production division, will show Siems-Carey got their contracts not by improper manipulation, but by superior initiative, and were made direct by the secretary of war, with General Disque's full support.

GIRL WHO LOST LIFE IN BOATING ACCIDENT

Dorothy Maude O'Brien

The funeral of Dorothy Maude O'Brien, who was drowned Sunday, was held today at St. Andrews Episcopal church and final services were at Columbia cemetery. Miller & Tracey had charge of arrangements. Miss O'Brien was a student of the James John high school and resided with her parents, Mr. and Mrs. Bentley J. O'Brien, at 1866 Calvert street. She was born in Glasgow, Scotland, and was in her seventeenth year. Two brothers and two sisters are left with her parents and an host of friends to mourn her untimely death.

OUTLOOK IS BRIGHT FOR COUNTY FAIR WEEK AT GRESHAM

Speed Program Will Be One of Most Attractive Features; Big Line of Exhibits.

The sheep and the goats, the pigs and the poultry and all the greater and lesser lights of farmdom will be on exhibition at the Multnomah County Fair and Manufacturers' and Land Products show that will open in Gresham September 15 and continue until September 20.

Entries are practically all in, but a few will rush to be entered during the days before the fair opens. A large and well arranged exhibition of interest to city as well as farm folk is promised by the manager, C. D. Minton. F. H. Crane will be in charge of the agricultural department; Mrs. C. Kern of Gresham will direct the floral exhibit, which will be exceptionally attractive. J. M. Mann has promised to see that the poultry is in place and he stated yesterday that some fine birds will be shown. The Poultry association will have a fine exhibit.

One of the big attractions will be the children's building, which is being erected at present and which will house the exhibit of club worfk done by the little people. Miss Ethel Calkins will have charge of this exhibit.

Great interest is shown in the speed program and the management receives scores of letters daily regarding this and other features that will make the fair distinctive.

ARMY GETS PRACTICE ON MEXICAN BORDER

(Continued From Page One)

has resolved itself into a test of endurance between the American cavalry horse and the Mexican pony, with the former sure to win. This is the fifth day of the hunt.

GOES TO SAN ANTONIO

It is pointed out that it is the custom of the bandits to split up into groups of two, three and four, when pursued, and to meet at some wild point in the mountains within from four to ten days. If this policy is followed in the present instance the trail of one group may lead to the place of rendezvous and render the capture of the whole band probable.

Major General Jos. T. Dickman, commander of the Southern department, U. S. A., left Marfa for San Antonio last night.

MEXICAN SENATE WOULD INVESTIGATE SITUATION

Washington, Aug. 23.—(U. P.)—Investigation of "cause and character" of the border situation has been ordered by the Mexican senate, according to advices received here today.

A resolution was approved instructing the committee on foreign relations to investigate the "international crisis" and to make recommendations.

The Mexican chamber of deputies in secret sessions defeated a resolution to appoint a committee to cooperate with the senate and supreme court in forming a policy concerning international and petroleum questions. Another resolution to question President Carranza on Mexican-American relations also was defeated.

Mexico City newspapers continue to discuss the border situation. They are divided between resentment over the American expedition and the belief that a change in policy by Mexico will clear up the situation.

Governors of Coahuila and Sinaloa together with labor unions and federal deputies, have offered to support Carranza.

FOUR OF SEVEN MEXICAN BANDITS ARE PUT TO DEATH

Laredo, Texas, Aug. 23.—(I. N. S.)—The capture and execution of four of the seven Mexican bandits who made a raid on the headquarters of the Pennsylvania Mexican Oil company, near Tuxpam on August 15, was reported in dispatches received here today. The men were executed on orders of General Ricardo Gonzales, military commander at Tuxpam.

The seven men who made the raid on the headquarters of the oil company tied down the officers of the company and escaped with 50,000 pesos. They were captured by Colonel Lazaro Cardenas with a force of Carranzista soldiers. Mexican soldiers are pursuing the other three bandits, who have the money in their possession.

Rangers Cross Border

Austin, Texas, Aug. 23.—(U. P.)—The adjutant general's department received a telegram today stating that a unit of the United States army and Ranger Captain Charles F. Stevens, with five rangers, crossed into Mexico from Fabens early today. Fabens is about 20 miles east of El Paso. The telegram was from Ranger W. J. Robertson. It gave no details as to what prompted the crossing of troops into Mexico at that point.

Fail to Find Doctor

Mexico City, Aug. 23.—(U. P.)—Troops sent to the Ajusco region to search for Dr. Goenaga, Porto Rican, said to be held for ransom by bandits, reported today they had been unable to find him. Several detachments of soldiers were sent to join the search several days ago. The bandits were said to have demanded $15,000 ransom.

Battleship Oregon Ready for Review

Santa Barbara, Cal., Aug. 23.—(U. P.)—Completion of the reconstruction of the battleship Oregon was announced in a telegram received by the New Mexico, flagship of the Pacific fleet. The Oregon was being put into commission for the review of the fleet at San Francisco on September 1, when it is scheduled to be the reviewing stand.

May Call Troops to Fight Forest Fire

Sacramento, Cal., Aug. 23.—(I. N. S.)—Eight thousand acres of timber and several farms have been wiped out as a result of a fire that has been raging for two weeks in the Shasta National forest, say reports received here from Sisson. The fire is past local aid. Troops may be called out as a last resort to check the flames. Men from the surrounding country are now fighting the flames.

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MEETING NOTICES 41

SPECIAL communication, East Gate lodge No. 155, A. F. and A. M., Monday evening, August 25, 7:30 p. m., East 80th and Glisan st. Work in M. M. degree. Visiting brothers cordially invited to attend. Chas. P. Nelson, Sec.; E. P. Mertz, W. M.

SUNNYSIDE LODGE NO. 163, A. F. AND A. M. Special communication, M. M. degree, Saturday evening, 7:30. Visiting brothers welcome. By order of W. M.
JOHN RINKER, Sec.

ROSE CITY Camp No. 191, W. O. W., will hold their annual picnic at Peninsula park, Sunday, August 24, at 2 p. m. All members are requested to attend. Plenty of ice cream and cakes for the little ones. A good time is expected.
J. W. BOOTH, Clerk.

EAST MULTNOMAH Pioneer Association will meet at the Grange hall at Corbett, Or., Sept. 3, at 10 a. m. All members cordially invited. Bring lunch.
By C. CHRISTENSEN, Secretary.

EMBLEM JEWELRY a specialty; buttons, pins, charms. Jaeger Bros., 131-133 6th st.

Vital Statistics
Marriages. Births. Deaths.

MARRIAGE LICENSES

Hugo C. Neeshke, 29, 170 E. 62d st. N., and Dorothy H. Broman, 34, 170 E. 62d st. N.
Conrad W. Weber, 37, 722 E. Main, and Elna Woldberg, 27, 722 E. Main.
Forrest M. Giest, legal, Cloverdale, and Pearl E. Miller, legal, 221 Cherry.
Jesse J. Motto, legal, U. S. S. Alert, San Pedro, Cal., and Mina N. Gilbert, legal, 353 Harrison.
R. A. Burch, 50, 5609 E. 63d st. S. E., and Ora D. Fleming, 46, 535 Montgomery drive.
Charles H. Wiley, legal, 960 Westover road, and Mrs. Emma L. Trean, legal, 767 Quimby.
George W. Kreger, legal, 378 Benton, and Beatrice M. Langelle, legal, 40 W. Jessup.

BIRTHS

JOHNS—To Mr. and Mrs. G. H. Johns, 1120 E. 84th, Aug. 20, a daughter.
WARMUTH—To Mr. and Mrs. A. P. Warmuth, 501 Harrison, Aug. 14, a daughter.
CAMPBELL—To Mr. and Mrs. F. O. Campbell, 251 Halsey, Aug. 16, a son.
HYZER—To Mr. and Mrs. Jos. W. Hyzer, 9431 45th, Aug. 9, a son.
BARKSDALE—To Mr. and Mrs. H. Barksdall, 194 Lownsdale, Aug. 14, a daughter.
MARGINS—To Mr. and Mrs. O. Margins, 479 E. 10th, Aug. 20, a daughter.
DELANOY—To Mr. and Mrs. C. S. Delanoy, 1763 Haven, Aug. 17, a daughter.
MATTSON—To Mr. and Mrs. G. Mattson, 425 E. Chicago, Aug. 18, a son.

DEATHS AND FUNERALS 75

SMITH—Marie Smith, Good Samaritan hospital, Aug. 21, 23 years; peritonitis.
BRANDON—Elizabeth Brandon, 1058 E. Salmon, Aug. 22, 78 years; acute dilatation of heart.
STENCIL—Fred Stencil, St. Vincents hospital, Aug. 21, 70 years; uremia.
GOFF—Loyd Goff, Columbia river, Aug. 19, 16 years; accidental drowning.

FLORISTS

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McENTEE & EILERS, funeral parlors with all the privacy of a home, 16th and Everett sts. Phones Broadway 2133, Home, A-2133.

MILLER & TRACEY, independent funeral directors. Prices as low as $20, $40, $60. Washington at Ella. Main 2691, A-7585.

DOWNING & McNEMAR, successors to Wilson & Rose, Multnomah at E. 7th, Irvington district. E. 54.

R. W. GABLE & CO.,
Successors to W. H. Hamilton.
1973 E. Glisan. Phone Tabor 4313.

R. T. BYRNES New residence establishment, 901 Williams ave. Woodlawn 220.

Breeze&Snook Ts. 1258, B-2548 1047 Belmont st.

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

Skewes UNDERTAKING CO. M. 4152. A-2521. Cor. Third and Clay.

Ericson Undertaking Parlors, 445 Morrison street. Tel. Broadway 2534.

MONUMENTS

Portland Marble Works
266 4th st., Opp. City Hall. Neu Bros.

BLAESING GRANITE Co
267-3RD ST. AT MADISON

LOST AND FOUND 21

FOUND—Crestonne bag, in Laurelhurst park, Thursday night. 361 Halsey.
FOUND at East Side carnival ground, a pair of nose glases. Call East 8408.
LOST—Pocketbook, Alberta car, Friday. Call East 6161. Reward.
LOST—Monday, business dist., boy's photo, in uniform. Phone Wdln. 4706. Reward.
LOST—Small marten fur necklpece. Return to Hotel Portland desk and receive reward.

LOST AND FOUND 21

THE following articles have been found on cars of the Portland Railway, Light & Power Co.: August 21—3 purses, pin, pair glasses, gloves, bathing cap, music case, mandolin, scarf, sweater, 6 packages, basket, 4 suitcases, go-cart, pail, 2 lunch boxes. Owners may obtain property at First and Alder streets station.

LOST—DIAMOND BAR PIN Between Liebes' fur store and Meier & Franks, a diamond and platinum bar pin. Lost between hours of 11:30 and 1 o'clock Wednesday, Aug. 20. A liberal reward if returned to Mrs. C. A. Stuart, Hotel Eaton, West Park st.

WILL owner of car parked on Salmon st., near Fifth, kindly call Marshall 6147 regarding blue and white plaid umbrella left in car by mistake, Monday evening?

LOST—A large sum of bills in a plain envelope, on August 18, between U. S. National and Oregonian office. Reward. Main 4566.

LOST—30-inch rim for Chevrolet car, two miles east of auto truck house on highway. Sellwood 62.

LOST—Kit of Ford tools on Williams ave., between Beech and Broadway. Finder please call Woodlawn 5142 or 5049.

LOST—Honorable discharge from U. S. Army; finder please leave at Journal office. A. F. Rufner.

WILL lady who found bill book at comfort station on Yamhill st. Friday return the same to Market Master Eastman. Reward.

LOST—Two 2x9 rugs, one green rug, one velvet; both blue; between 53d and 79th on Glisan. Reward, 269 E. 78th.

HELP WANTED—MALE 1

WANTED—An experienced well driller with gas engine experience, to take well drill on percentage. Lots of work engaged. Give where experienced and age, single or married, and if can come at once, and phone number. Address Box 162, Stanfield, Or.

LIPMAN, WOLFE & CO. require the services of experienced night janitors; good salary, permanent positions; must furnish best of references. Apply superintendent's office between 9 and 10:30 in the morning.

BOYS WANTED, 18 to 21 years of age—By large corporation, ambitious, of neat appearance, who have finished high school. Must be able to drive an automobile and willing to start at small salary with prospects of rapid promotion. Answer in own handwriting; give age, education and phone number. V-864, Journal.

MEN wanted to carry briquets from trucks to basement; 8 hours, wages from $4.2o to $4.75. Apply northwest corner 2d and Flanders sts., Portland Gas & Coke Co.

HARDWARE salesman wanted to work in store. Must be experienced; good opportunity for the right party; none but experienced need apply. Levin Hardware Co., 221 Front st.

MEN wanted at Monarch Mills for night shift. Planing mill crew; dry kiln men and car loaders. Steady work and good wages to competent men. Oregon Detroit Lumber Co.

WANTED—Men who want friends to call on secretary of the Moose at the Temple, Fourth and Taylor. Old delinquents welcome. "Hello, Pan!"

WANT FIRST-CLASS auto repair or trouble shooter man. No hot air merchant need apply. If good man, will take in as partner. Write H. Hogeli, 537 Bond st., Astoria, Or.

WANTED—Husky young man to work in bag factory, steady employment. Apply Ames Harris Neville Bag Co., Fifteenth and Hoyt.

WANTED—A man to deliver and work in grocery. Must be a hustler; good wages. Z-644, Journal.

LABORERS WANTED — Concrete work, at $4.50 for 8 hours. 39th and Francis, Woodstock.

OFFICE boy, permanent position, opportunity in wholesale house. Answer fully. G-271, Journal.

BOY wanted, over 16 years of age. Portland Furniture Manufacturing Co., 1249 Macadam.

GOOD carpenter for finishing, $6 per day. See Mr. Hazen at Boring, Estacada car.

WANTED—A driver for Ford delivery. American Dye Works, 352 E. 19th N.

WANTED—Experienced felting machine operator, King-Fisher Mattress Co. East 497.

WANTED—A boy with a wheel all day. Chapelle's Bake Shop, 331 Morrison st.

FURNITURE finisher, also sprayer man wanted. Freeland Furniture Co., 970 Macadam road.

HELP WANTED—MISC. 49

Decker's BUSINESS COLLEGE

Typewriting, comptometer, bookkeeping and all other modern business courses. Day and night school. Alisky bldg., 3d and Morrison Main 324.

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FIVE DAYS TRIAL FREE
PAY TUITION WHEN SATISFIED
We teach auto, tractor, gas engine and auto electrical work. BIG 100-PAGE CATALOG FREE. Address Auto and Tractor school, Dept. J, Union ave. and Wasco street, Portland, Or. Phone East 7446.

Hawthorne Auto School
462 HAWTHORNE AVE.
Automobiles, trucks, tractors, machinist trade, oxy-acetylene welding, vulcanizing and retreading. Special summer rates. Day and evening classes. POSITIONS ASSURED

EVERY GRADUATE OF BENNE-WALKER BUSINESS COLLEGE, PORTLAND
Enroll any time. Telegraphy, stenography, banking, bookkeeping, secretarial. Free catalog.

LEARN TELEGRAPHY
Young men and women wanted. Call 218 Railway Exchange bldg. Splendid opportunity to learn a well-paid profession. Free booklet. Railway Telegraph Institute.

HOLMES BUSINESS COLLEGE
Washington at 10th; enter now, day, evening, all commercial branches. Broadway 1821.

OREGON LAW SCHOOL, Alisky bldg, 3d and Morrison. W. E. Richardson, secretary. Phone Main 977.

ROCKY MOUNTAIN TEACHERS' AGENCY Frank K. Welles, ex-asst. state supt., mgr. N. W. Bank bldg. Teachers placed promptly.

GOING East or South? Household goods shipped at reduced rates; moving and packing. Pacific Coast Forwarding Co., 403 Hoyt st. Bdwy. 703.

EAST SIDE COMMERCIAL SCHOOL
Miss Regina Buckley's private school; individual instruction. 122½ Grand ave. East 427.

MISS MATTINGLY'S Shorthand, Typewriting School, 36 a month. 269 14th near Jefferson. Main 3898.

HELP WANTED—FEMALE 2

GIRLS WANTED
Apply
Tru Blu Biscuit Co.
E. 6th and Davis

WANTED
EXPERIENCED HOUSEKEEPER
$50.00 MON'TH
286 E. 6TH ST. N.

CASHIER, bookkeeper, experienced in paying and receiving, banking and handling payroll. Prefer single woman, unemployed. Give experience, references and state salary expected. D-606, Journal.

GIRL for general housework, no washing, $25 per month, good opportunity for good gir, looking for permanent work and good home. Apply Mr. Levitt, Levitt's store, corner 4th and Washington.

WANTED—Experienced lady ironers, starch girl, press girl; also inexperien