REASSIGNMENT OF WEST HARTLAND IS LATEST MOVEMENT

Congestion of Oriental Freight at New Municipal Terminal Forces Change of Program.

WEST MUNHAM IS NOW DUE

Sailing of West Hartland Will Release Wawalona From Making Next Sailing for Orient.

Congestion of Oriental freights at the new municipal terminal at St. Johns and failure of the Pacific Steamship company to obtain early delivery of new tonnage now under completion will likely result in the reassignment of the steel steamer West Hartland from the Columbia Pacific Shipping company to the former operators, says C. D. Kennedy, chief of operating department of the shipping board in this district.

The Pacific Steamship company now has two vessels in operation on the Portland-Oriental run, the first of which, the West Munham, will reach port today or Sunday from her first round trip across the Pacific. It had been intended to substitute the steel steamer Wawalona, now being completed by the G. M. Standifer Construction company, for the West Munham, for the next sailing to the Orient.

The Wawalona is a vessel of 9500 tons, and is a sister ship of the Coaxet, which recently left Portland for the Orient with full cargo. It is now expected, however, that the delivery of the new ship will be made on time to make the scheduled sailing.

In substituting the West Hartland, also a Portland-built ship of 8800 tons, the vessel will be diverted from her original destination as assigned to the Columbia Pacific Shipping company. The craft had been engaged to load flour in Portland for the food administration for delivery to the Atlantic coast. It is the ultimate aim of the Pacific Steamship company to use 9500 ton ships on the new run.

Freights awaiting shipment to the Far East consist of goods of a general character.

INCREASE OF PAY ATTRACTIVE

Men Now in Shipyard Employment Will Seek Marine Service.

Recent increase in the pay for officers and others on board ships to conform with the nation-wide scale, will result in attraction to the marine service of many of the men holding licenses who have been employed in various shipyards of the country, it is predicted. Bruce Gibson, chief of the department of engineers' personnel of the shipping board, and Captain Drennan, head of deck personnel, who were at San Francisco to attend the conference for the adoption of the new wage scale, are Portland visitors today.

After inspecting local conditions and conferring with C. D. Kennedy, chief of the operating department, they will proceed to Seattle, and thence to the East.

MOTORSHIP TANKER CONTRACT

Union Construction Company of Oakland, Cal., Awarded Contract.

Contract for the construction of the first motorship tanker for the Standard Oil company has just been let to the Union Construction company of Oakland, Cal. The vessel will have a tonnage of 2800 and her carrying capacity will be 15,000 barrels of oil. The craft will be 250 feet long, with 32 feet beam and 17 feet draft.

Two 550-horsepower Werkspoor engines are now being built at the Oakland plant of the Skandia Pacific company. Six-cylinder engines capable of making 165 revolutions a minute will be installed. Two 150-horsepower auxiliary engines are also being built for the vessel by the Dow Engine company.

ALL ALONG THE WATERFRONT

The new wooden steamer Aspenhill is being checked in from the operating department of the shipping board today, and after delivery has been made the vessel will sail to Grays Harbor to load ties and lumber for the United Kingdom, under the management of the Columbia Pacific Shipping company of Portland.

It is expected that the wooden steamer Deva, which has been assigned by the shipping board to the Matson Navigation company will leave port this evening for Seattle, where she will complete her cargo for Honolulu. A considerable amount of local cargo was taken on the ship, which is making her first voyage. The Columbia Pacific Shipping company, local agents of the Matson line, had charge of the loading of the ship here.

Carrying 4,500,000 feet of lumber the new shipping board steel steamer West Harte, assigned to the Columbia Pacific Shipping company, as local agents, will sail from Portland for China this evening. The ship will carry out the largest cargo of lumber yet to be dispatched by operators from this port. The cargo was supplied by Dant & Russell.

Owing to the diversion of many of the McCormick ships to Puget Sound with cargoes in the past few weeks, there has been a dearth of sailings of the lumber schooners from Portland and points on the Columbia river. The steamer Klamath is scheduled to sail Monday morning at 7 o'clock, according to announcement by the Bollam steamship agency.

News of the Port

Departures September 6

Washtenaw, American steamer, for Port San Luis, ballast.

MARINE ALMANAC

Weather Conditions at Mouth of River

North Head, Sept. 6.—Wind west six miles, partly cloudy, sea smooth, humidity 69.

Tides at Astoria Sunday

High Water	Low Water
0:09 a. m....6.9 feet	6:08 a. m....0.1 foot
11:55 p. m....7.9 feet	6:19 p. m....2.2 feet

DAILY RIVER READINGS

STATIONS.	Flood Stage.	Height (in feet)	Change in last 24 hours.	Rainfall in last 24 hours.
Umatilla	23	5.0	.0	0.05
Albany	20	1.5	*0.3	0.83
Salem	20	1.5	*0.2	0.82
Oregon City	12	4.5	*0.1	1.71
Portland	15	4.0	*0.5	1.29

(*) 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, Sept. 6.—Sailed, at 7:30 last night, steamer Tamalpais, for San Pedro. Arrived, at 10 a. m., U. S. S. Cruisers Vermont and North Carolina, from San Francisco.

Seattle, Sept. 6. — Sailed, tonight, steamer West Munham, for Portland.

San Francisco, Sept. 5.—Sailed, at 1 p. m., steamer Rose City, for Portland. Arrived, at 8 p. m., steamer Nome City, from Portland. Sailed, at 10:30 p. m., steamer Johan Poulsen, for Portland. Sailed, steamer Eelbeck, from Portland, for London and Liverpool.

Eureka, Sept. 5.—Sailed, at 7 p. m., steamer Halso, for Columbia river.

Astoria, Sept. 5.—Sailed, at 3:30 p. m., steamer City of Topeka, for San Francisco via ports. Sailed, at 2:25 p. m., steamer Kenoshia, from Grays Harbor, for Liverpool. Sailed, at 11:30 a. m., steamer Medford, for trial trip. Sailed, at 12:30 p. m., steamer Dextonia, for trial trip.

Coos Bay, Sept. 6.—Arrived, steamer City of Topeka, from Portland for San Francisco via Eureka.

San Pedro, Sept. 5.—Arrived, steamer Flavel, from Columbia river.

San Francisco, Sept. 6.—(I. N. S.)—Arrived, September 5, Homer, from Monterey, at 12:35 p. m.; President, from Los Angeles, at 1 p. m.; Johanna Smith, from Marshfield, at 1:15 p. m.; British steamer Kaiwarra, from Norfolk, at 1:15 p. m.; Admiral Schley, from Seattle, at 5 p. m.; Nome City, from Astoria, at 8 p. m.; gas schooner Stockton City, from Shelter Cove, at 8:10 p. m.; Mayfair, from Los Angeles, at 11 p. m. Sailed, September 5, Chehalis, for Grays Harbor, at 11:20 a. m.; Rose City, for Portland, at 12:35 p. m.; U. S. steamer Oregon, for Puget Sound, at 1:15 p. m.; Pasadena, for Albion, at 3:30 p. m.; Eelbeck, for London, at 4 p. m.; Cotati, for Norfolk, at 4:05 p. m.; Rainier, for Seattle, at 5:10 p. m.; Phoenix, for Bandon, at 5:20 p. m.; Gold Shell, for Los Angeles, at 7:05 p. m.; bark Olympic, for Eureka, in tow of tug Hercules, at 7 p. m.; Johan Poulsen, for Portland, at 10:35 p. m.

Seattle, Wash., Sept. 6.—(I. N. S.)—Arrived: Lansing, from San Pedro, 5:25 a. m.; motor barge Alki, from southeastern Alaska, 4 a. m.; Apex, from southeastern Alaska, 2 a. m. Arrived Sept. 5.—U. S. S. Brookdale, from cruise, at 3 p. m. No sailings.

Petersburg, Sept. 5.—Sailed: City of Seattle, southbound, 8:30 a. m.

Ketchikan, Sept. 5.—Sailed: Admiral Watson, south, 3 a. m. Sept. 4.—Sailed: Princess Alice, north, 11 p. m.

Victoria, Sept. 6.—Passed out: Orator, for Liverpool, via San Francisco, C-46 for United Kingdom.

Sept. 5.—Arrived: Manila Maru, from Seattle, 7:20 p. m., and sailed for Hongkong, 8:30 p. m. Sailed: Empress of Asia for Hongkong, via ports.

Vancouver, Sept. 5.—Arrived: Shinpo Maru, from Seattle. Sailed: Morning Star, for Seattle.

Nanaimo, Sept. 6.—Arrived: Albitonstar, from Liverpool.

Belingham, Sept. 6.—Arrived: Redwood, for Seattle.

Port Townsend, Sept. 5.—Passed out: Schooner Lizie Vance in tow tug Pioneer, 2:30 p. m.; Seattle Spirit, 1 p. m.

Port Gamble, Sept. 5.—Arrived: Yosemite, from Seattle 9 a. m.

Port Ludlow, Sept. 5.—Arrived: Barge Washougal, from Seattle, in tow tug Arab.

FREAR CLAIM FOR CANADA GETS JOLT

(Continued From Page One)

2,320,398 feet of spruce; 4,510,957 feet of fir. France received 9,722,025 feet spruce; 9,787,927 feet fir. General Charlton has asked Captain Hope of Royal Air force, stationed in New York, to wire direct record of quality of airplane stock produced at cut-up plant and furnished to the British government.

Menoher, Director of Air Service."

MEN WANTED MESS FUND

Referring to the charge that 15 per cent of pay due soldiers at Vancouver cut-up plant was withheld against their will for a mess fund, Captain H. E. Walker, assistant controller of the spruce production organization, interpolated testimony that this was a voluntary arrangement.

Refuting every charge of poor judgment and inefficiency, General Brice P. Disque, former head of Pacific Northwest spruce operations, Friday afternoon, before the congressional investigating committee, made these statements:

That only sheer necessity to avert labor troubles compelled his ordering soldiers' pay to be equal to civilians';

That the spruce logging road built in Clallam county would not have been operated by the Selms, Carey-Kerbaugh concern, creating a monopoly, as Puget Sound lumbermen, have charged, but that the government had planned to operate the road for the benefit of all lumbermen;

That construction of a mill in Toledo, Or., saved the government $3.11 on every thousand feet of spruce, compared to the cost had the spruce logs been carried to Portland to be manufactured there, this saving amounting to $1866 a day, based on a 600,000 foot daily output;

That the railroad built out of Yaquina north of Newport towards the coast was the only feasible method of tapping spruce nearby; and

That logging railroads cost more per mile because they had to be better roads even than transcontinental lines.

RAILROAD COST HEAVY

That he admitted the cost of the Lake Crescent-Lake Pleasant logging railroad seemed large, but that it should be remembered the cost of the railroad charged against the 30,000,000,000 feet of timber on the Olympia peninsula would be only 18 cents per thousand feet, was bought out by testimony of Disque before the congressional investigating committee Friday afternoon.

The 143,000,000 feet of spruce produced by the government cost, roughly, $50,000,000, Disque testified, but he called attention to the estimated $11,000,000 worth of salvage, figured on a 40 per cent basis, lowering the cost to $39,000,000 or $272 per thousand feet. Only $16,000,000 of this $39,000,000 represents railroads and other construction, which never helped bring out a foot of spruce because of the armistice, and which total should not properly be included in figuring the cost of spruce produced, the former spruce division commander claimed.

ALLIES HELP PAY COST

Twenty-seven million five hundred thousand dollars has been inventoried by the allies, they agreeing to pay two-thirds of spruce costs. The net cost of spruce activities to the United States then will be $3,850,000, Disque said.

So far, he stated, salvage of the Spruce Production corporation has brought $4,200,000—74 per cent of the original cost of the salvaged items. The general indicated that should the same high salvage value continue, instead of his first estimate of 40 per cent, final cost of the spruce corporation would be much less.

"The Lake Crescent railroad route was selected as the one route that could be built in the time limit left for us. I always felt it was as possible for any other railroad to buy this road as for the Milwaukee lines," said Disque.

PRICE OF MILL TOO HIGH

"What reason, if any, do you give for building the Port Angeles' mill?" Congressman Lea asked Disque.

"One reason," was the reply, "was to divide or distribute our vital operations. When the mill was started we had only the Vancouver plant. Another reason was that Selms-Carey, who were not then on a cost-plus contract, had as much right to build that mill as any one.

"The Puget Sound Mill & Timber company wanted to sell us its mill for $2,000,000. I had been informed that this mill a year or so previous cost the Puget Sound Mill & Timber company $600,000. My engineers said, 'We could build for $1,200,000 a better mill than the one offered to us for $2,000,000.'"

WELCOME GIVEN ON BOARD CRUISER

(Continued From Page One)

land as a whole wished to tender.

Dripping tarpaulin covering the scene of the impromptu reception failed to seep enough water on the gathering to dampen the ardor of the meeting. Mayor Baker welcomed the fleet and told of the plans of reception. He was given hearty cheers from the sailors and a speech of appreciation was delivered in turn by naval officers.

A wonderful view was spread before the civilians as the hovering rain clouds cleared away at the conclusion of the brief ceremony. The Birmingham with bow upstream was on the east side of the river and within a few hundred feet of the Broadway bridge. On the west side of the river could be seen the six destroyers anchored with bows downstream.

That this detachment of destroyers is only a preliminary contingent of the battleships and destroyers which will come to Portland later was the statement of Captain Jacob Speier, who came with the Birmingham from San Francisco.

BATTLESHIPS COMING

"Admiral Rodman, commanding the Pacific fleet, assured me before leaving San Francisco that mixed up entertainment plans at various Pacific ports made it necessary to eliminate the sending of battleships to Portland this week," said Speier.

"Rodman promised to send at least a half dozen battleships of 28 foot draft into the Portland harbor later, probably after the entertainments at Seattle and at Vancouver, B. C."

Information was received in Portland this morning that the battleship Vermont would arrive at Astoria this afternoon followed by the Oregon, North Carolina and Arkansas and a fleet of destroyers Sunday. Efforts are being made by the Chamber of Commerce to have the Oregon at least come up to Portland while the destroyer squadron is in port.

Foregoing further ceremony the mayor and executive committee immediately conferred with Rear Admiral Wiley, Captain Frank D. Berrien, chief of staff;; Captain Arthur Crenshaw, commander of the destroyer flotilla; Commander I. H. Mayfield, gunnery officer of the squadron; Captain F. T. Evans, commanding officer of the Birmingham, and other visiting officials.

The fleet officers reported that little trouble was encountered during the trip from San Francisco. There were some high seas, but Captain Evans said that the vessels of this fleet were used to bucking them, each having had overseas service during the war.

BELOW BROADWAY BRIDGE

The funnel of the Birmingham bore two gold chevrons, designating foreign duty. The cruiser was built in 1908. The destroyers each spent time either in the North sea or off the coasts of France and England. Most of the members of the crew wore gold chevrons.

"Sailors will be given regular leave while in port with the provision that enough men must remain on board their respective vessels to care for the upkeep," said Rear Admiral Wiley.

ADMIRAL NO STRANGER

Captain E. Sullivan of the river pilots was taken aboard the Birmingham at the mouth of the Columbia and directed the vessels to Portland through the mist banks hovering over the river.

Admiral Wiley, commander of the squardon, is well known in Portland, having visited this port on the cruisers Charleston and Baltimore seven years ago. He was commander of the battleship Wyoming during the war with Germany. Mrs. Wiley is the only sister of Colonel C. E. S. Wood and Major James M. I. Wood, of Portland.

Captain E. T. Evans, commanding officer of the Birmingham, is the son of the famous Admiral "Fighting Bob" Evans, who commanded the fleet of the United States on its cruise around the world.

HEAVY SEAS ENCOUNTERED

Rear Admiral Wiley reported heavy seas off the coast of California, but he was assured that when he got off the coast of Oregon better conditions would be encountered. When the fleet arrived off the Oregon coast early Friday morning, however, the vessels encountered heavier seas than at any time on their cruise from the Atlantic.

"Our vessels are used to bucking the waves," was the only comment made by naval officers on the Birmingham, for all of them saw service either in the North Sea or off the coasts of England and France during the war. All the destroyers in the local harbor were built after war started with Germany, but all have been overseas since being launched.

BIRMINGHAM IS VETERAN

The Birmingham is a veteran in the service, having seen 21 months' service in European waters. The funnel of the ship bears two gold chevrons to designate her period of service.

Destroyers in the squadron are the Ward (No. 159), Commander Milton S. Davis; Thatcher (No. 152), Commander L. P. Treadwell; Boggs (No. 136), Commander Randall Jacobs; Crosby (No. 164), Lieutenant Commander Fred T. Berry; Palmer (No. 161), Lieutenant Commander T. Baxter, and Walker (No. 163), Lieutenant Commander C. H. Cobb.

Two more destroyers will arrive in the Portland harbor to supplement the fleet Wednesday morning. These destroyers, accompanied by the lighthouse tender Manzanita, will come to the harbor as a guard of honor for Secretary Daniels.

The squadron will remain in harbor until some time Wednesday morning, when it will leave for Puget Sound to take part in the review of the Pacific fleet by President Wilson.

New Inspector Named

Eugene, Sept. 6.—Dr. Roy Smith has been appointed Lane county dairy and meat inspector.

BUILDING PERMITS

H. Linter—Erect garage, 1560 Villard ave. between Lombard and Buffalo; builder, Mr. Hurty; $150.

American Can Co.—Construct post tower, Front street between 13th and 14th; builder, National Tank & Pipe company; $3100.

Elks lodge—Repair stores and club, Elk's lodge, Stark street between Broadway and 6th; builder, McHolland Bros.; $500.

Arthur C. Geisler—Repair tin shop, 3107 Foster road between 91st and 92nd streets; builder, W. J. Marshall; $200.

N. S. Huxley—Repair residence, 6134 84th Court southeast; builder same; $100.

J. Nessel—Erect residence, 975 East 26th between Schuyler and Raymond; builder same; $800.

D. Hoochkirk—Repair residence, 1854 East Stark between 71st and 72nd; builder same, $170.

E. E. Henderson—Erect shop, 653 Milwaukie between Beacon and Rhine; builder same; $100.

E. C. Holliday—Erect chicken house, 1453 Mallory ave., between Bryant and Morgan; builder same; $50.

John Burggraf—Erect garage, 316 East 36th between Miles and Clay; builder, George Neil; $200.

A. M. Ellsworth—Repair residence, 935 Corbett between Thomas and Abernathy; builder Peter Ell; $50.

C. C. Stowe—Repair residence, 929 Corbett between Thomas and Abernathy; builder, Peter Ell; 60.

E. F. Sheldon—Erect residence, 1179 Mixter between East 39th and 40th streets; builder same; $1800.

W. N. Harrison—Erect garage, 1042 East Sherman between 34th and Marguerite; builder same; $40.

F. Sslo—Erect residence, 831 Minnesota between Failing and Shaver; builder, S. Mikkonen; $1000.

E. W. Garlock—Erect garage, 305 West Mohawk between Princeton and Willamette blvd.; builder same, $50.

Mrs. R. J. Brumwell—repair residence, 455 Jessup street between East 7th and 9th streets; builder same; $50.

L. W. Grimm—Erect tent house, 862 East 62nd street north between Failing and Mason; builder same; $100.

W. E. Serber—Erect garage, 1247 Berthwick between Simpson and Ainsworth; builder same; $50.

A. Pederson—Erect residence, 8 Church street between Concord and Interstate; builder same; $2000.

Alex S. Lukasz—Erect garage, 49 West Prescott street between Concord and Denver; builder same; $100.

M. C. Beable—Erect residence, 1783 East Morrison between East 68th and 69th; builder, S. Beable, $2500.

J. Dorr—Repair residence, 5231 40th ave. between 52nd and 53rd; builder same; $100.

TOO LATE TO CLASSIFY

$50 PER ACRE—$50

120 acres in Linn county, 100 acres rich river bottom loam in cultivation, 20 in timber; the improved portion lies level, timber on side hill; fair buildings. Reasonable cash payment, long time on balance at 6 per cent. City residence for part considered.

80 Acres, Stock and Equipment

All under plow, on Santiam river near Jefferson, level rich soil; 6 room house, hot and cold water, bath, windmill and tank, barn 30x64, holds 20 cows, 6 horses; numerous outbuildings, $200 grain, 35 tons hay in barn; 8 good cows, Holstein bull, 3 heifers, 3 mares, brood sow with 8 pigs, 150 chickens, all farm implements, separator, incubator and brooder, mail and cream route, telephone, on main graveled road. Price $12,500. Consider close in acreage or city residence up to $3500. See us at 328-29 Henry bldg.

MITCHELL & RIPPEY

47 1-2 Acres, Stock Equipment

2 good houses, 2 good barns, level rich bottom soil, 1 acre grove, 3 acres stump pasture, balance under plow; crops, team, 2 fine Jersey cows, 2 pigs, 2 dozen chickens, all farm implements, telephone, electricity available, only 1½ miles from Canby. $8500, easy terms. Consider residence up to $3000.

MITCHELL & RIPPEY
328-29 HENRY BLDG.

80 ACres—$2000

Cruise 1,915,000 feet, large yellow raw timber, 15 miles east of Brownsville, near Callapooia river. Take Chevrolet or Ford car in to $600.

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328-29 Henry Bldg. Main 2534.

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MEETING NOTICES 41

SUNNYSIDE lodge No. 168 A. F. & A. M.—Special communication, M. M. degree, tonight, 7 o'clock. Visiting brothers welcome. By order W. M.
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EMBLEM JEWELRY a specialty; buttons, pins, charms. Jaeger Bros., 181-183 6th st.

Vital Statistics
Marriages, Births, Deaths

BIRTHS

KING—To Mr. and Mrs. James King, 389 N. 25th, Aug. 25, a son.
EIDENMILLER—To Mr. and Mrs. Harold Eidenmiller, 4426 61st st., Aug. 23, a daughter.
WIGLE—To Mr. and Mrs. Ralph Wigle 5906 82d, Aug. 24, a son.
JUSTIN—To Mr. and Mrs. E. Justin, 5711 85th, Aug. 24, a son.
COOK—To Mr. and Mrs. Howard Cook, 1259 Omaha, Aug. 26, a son.
RAYNOLD—To Mr. and Mrs. F. Raynold, 794 Union, Aug. 23, a son.
BENEFIELD—To Mr. and Mrs. Francis W. Benefield, 750 E. Salmon, Aug. 31, a son.
SPENGLER—To Mr. and Mrs. F. E. Spengler, 6242 Woodstock ave., Aug. 29, a son.
STEED—To Mr. and Mrs. R. W. Steed, 761 Commercial, Aug. 31, a son.
HOCKERT—To Mr. and Mrs. Vaino Hockert, 694 Upshur, Aug. 30, a son.
MANN—To Mr. and Mrs. S. W. Mann, 1397 Corbett, Aug. 31, a daughter.
DYMENT—To Mr. and Mrs. W. H. Dyment, 546 E. 27th, Sept. 2, a daughter.
LEHMANN—To Mr. and Mrs. Frank A. Lehmann, 911 Garfield ave., Aug. 24, a son.

DEATHS AND FUNERALS 75

JACOBSON—September 6, at his late residence, 908 East Ninth north, Erick William Jacobson, aged 30 years, beloved son of Mr. and Mrs. Jacob Jacobson, brother of Gustave and Alfred Alexander Jacobson, all of Pioneer, Oregon; Mrs. Anna Matilda Stover of this city, John Edward Jacobson, Chipwood, Oregon, Carl Victor Jacobson, Palo Alto, Cal. Remains forwarded Sunday, September 7, to Pioneer, Oregon, for services and interment. Remains at Pearson's undertaking parlors, Russell at Union.
HELVER—September 5, at his late residence, 859 East Eleventh north, John Helver, aged 51 years, beloved husband of Margaret Helver. Funeral services will be conducted Monday, September 8, at 2 p. m., from the Second Congregational church, corner of East Eighth and Skidmore streets. Friends invited. Interment, Rose City cemetery. Remains at Pearson's undertaking parlors, Russell at Union.
WORDEN—In this city at the family residence, 661 E. 46th st. N., Sept. 4, Emma C. Worden, aged 68 years, wife of Major Charles E. Worden, mother of William S. Worden of this city and Mrs. Mae C. Mason of Klamath Falls, Or. The remains are at Finley's, Montgomery at 5th. Notice of funeral hereafter.
HESSEL—At theh residence, 1711 E. 16th st. south, September 5th., Katie Hessel, age 34 years, beloved wife of Frank Hessel, daughter of Mr. and Mrs. Karl Toller of this city. Funeral notice later. Arrangements in care of Miller & Tracey.
NERINS—James Nerins, 3019 E. 53d, Sept. 2, 70 years, tuberculosis.
KRONENBERG—Jennie Kronenberg, Portland Sanitarium, Sept. 2, 53 years, heart disease.
KELLY—Jessie K. Kelly, Portland Convalescent hospital, Sept. 4, 14 years, embolism.
WILSON—Grace Wilson, 5429 90th ave., Sept. 3, 29 years, tuberculosis.
REISACHER—John Reisacher, 550 E. Madison, Sept. 2, 80 years, acute congestion of the lungs.
M'LEOD—Mrs. Hattie McLeod, St. Vincent's hospital, Sept. 2, 57 years, carcinoma.
WADDY—William James Waddy, 335 Mason, Sept. 2, 54 years, cerebral hemorrhage.
HANSDORF—Charles F. Hansdorf, Tower Sanitarium, Sept. 2, 78 years, cardio-vascular disease.
PARTLOW—Lydia A. Partlow, Sellwood hospital, Sept. 2, 79 years, chronic nephritis.
JOYCE—George H. Joyce, 591 Marshall, Sept. 3, 68 years, hemiplegia.
STOTT—James F. Stott, Good Samaritan hospital, Aug. 30, 28 years, tuberculosis.
M'INTOSH—Wm. A. McIntosh, 452 Union ave., Sept. 2, 79 years, valvular heart disease.

FLORISTS

CLARK BROS., florists, Morrison st. bet. 4th and 5th. Phone Main A-1805. Fine flowers and floral designs. No branch stores.
LIBERTY MARKET FLORIST, 5th and Yamhill sts. Cut flowers, plants and designs. Sellwood Greenhouse, 649 Nehalem ave. Sell. 1520.
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PEOPLES FLORAL SHOP, 245 Alder. Designs and decorations. Phone Marshall 5922.
SWISS FLORAL COMPANY
FLOWERS AND PLANTS
MAX M. SMITH, florist, 141½ 6th st.

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Funeral Directors
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Main 507, A-1514.

J. P. FINLEY & SON
Progressive Funeral Directors
Main 9—MONTGOMERY AT FIFTH—A-1500.

Dunning & McEntee
Broadway and Ankeny sts. Lady Assistant.
Phones Broadway 430, A-4558.

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

Breeze&Snook Ta. 1258, B-2546 1057 Belmont st.

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

Skewes UNDERTAKING CO. M. 4152. A-2321. 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

STOLEN—Sept. 3, Boston terrier, male, light brindle, white blaze and nose band, dark spot in the white top of head. Return immediately; no questions asked, otherwise possessor will be arrested on sight. Hamlet, 6057 82d. Tabor 4883.
THE following articles have been found on cars of the Portland Railway, Light & Power Co., Sept. 4: Six purses, 2 pins, 4 pairs gloves, scarf, 10 packages, 4 suitcases, 8 lunch boxes, 23 umbrellas. Owners may obtain property at First and Alder sts.
LOST—Somewhere on Portland streets leather fob with elk's tooth, monogram D. W. 142. Finder please return to Felix Bloch jewelry store and receive big reward.
LOST—On Linnton road, Saturday, one roll blankets, containing girl's sweater and wearing apparel; reward offered. 1102 E. Taylor. Tabor 853.
LOST—Purple silk umbrella, amber handle, Meier & Frank's. No questions asked. Reward. East 2547.
LOST—Gold wrist watch, Liberty theatre, Thursday evening, name Eda Trotter engraved in back. Reward. Sellwood 181
PARTY was seen night Sept. 2 taking clothes from line at 717 Princeton st., please return. No questions asked.
FOUND—Male dog, license No. 2629. Pay for ad and get dog. G. H. Sanders, Multnomah, Or.
LOST—Small gold wrist watch, Swiss movement; engraved. Finder please call Marshall 943.
CHILD'S silver open-face wrist watch with gold link chain. E. 2299.
LOST—Rug off furniture van; liberal reward. Phone East 4804.

HELP WANTED—MALE 1

WANTED—Young man. State experience with tools and wages at pattern making. G-320, Journal.
WANTED—Man for inside creamery work. Apply 483 Union ave., N.
TEN men at $4.75, 8 hours. Take St. Johns car to Portsmouth st., walk 1 block north.
PICK and shovel men wanted, $4.50, 8 hours, 13th and Glenn ave. Take Sellwood car.
BOY to carry afternoon route; salary, no collecting. Daily Record-Abstract, 92 1st st.

HELP WANTED—MALE 1

WANTED—Two men with 3½-ton trucks with dump bodies for short gravel haul from city bunkers. About 60 days' hauling now in sight. This is the cream of road work, paying $70 to $80 per day, double shift and all the extra time desired. Call Purdy (8 a. m. to 6 p. m.). Broadway 1572.

WANTED—Would like one, two or three-year logging contract, using 3½-ton truck and trailer. Please give particulars, road conditions, length of haul and contract price per 1000 ft. C-73, Journal.

SALESMAN, EXPERIENCED, in a general merchandise store with a special knowledge of hardware, who has sold all lines in a general country store and a good worker. Apply at once to Bell & Owens Co., Gaston, Or., 33 miles from Portland; take train at 4th and Washington, Portland.

CARRIER wanted for Portland Heights route; must be 16 years of age or over; $40 profit guaranteed. Apply City circulation department, room 203, Oregonian bldg.

WANTED—10 boys, 16 and over, to do light work in and around railroad storehouse, 28c per hour, 8-hour day; good chance for promotion. Inquire for storekeeper, S. P. Brooklyn shops.
BOY past 15 to work for room and board, go to school or high school. Take Orchards car at Vancouver, get off at Hartfield station, go north to first windmill. W. Johnson, Vancouver, Wash. Route 2, Box 100.
WANTED—First class sash and door machine men wanted, also door patchers; steady work at good wages for anyone who can produce results.
CENTRAL DOOR & LUMBER COMPANY.
WANTED—Experienced shoe man who knows how to fit shoes; steady and well recommended in regard to ability and reliability. Send recommendations with first letter. DX-439, Journal.
MEN wanted to carry briquets from trucks to basement. 6 hours, wages from $4.25 to $4.75. Apply N. E. cor. 2d and Flanders sts., Portland Gas & Coke Co.
WANTED—Lincoln high school boy who can arrange program for afternoon work. Allen Press Clipping Bureau, 23 Ainsworth bldg., 3rd and Oak.
BOY wanted with wheel, permanent position; must be over 16 years. North Pacific Lumber Co., ft. of Sherlock st.
EXPERIENCED or inexperienced boys wanted for machine knitting and winding; good pay. Apply 31 N. 5th. Jantzen Knitting Mill.
WANTED—A few active men to distribute bills at $3 a day and carfare. Apply at 3d floor Macleay bldg. tomorrow morning, 7 to 8.
LABORERS wanted, concrete work, $4.50, 8 hours. 39th and Frances. Take Woodstock car.
CASING man and first class slaughter house butcher. $30 to $40 per week and board. Frank L. Smith Meat Co., 228 Alder st.
SHEET METAL WORKER—Steady work for good all around man. H. Hirchberger Co., 247 Ankeny. Broadway 405.
STUDENT caretaker. Suburban club part time. Room and cooking privileges, $40 per month. 603 Dekum bldg.
TO CLEAR 15 acres second growth fir, near Sherwood. No underbrush. Wdln. 4129. M-991, Journal.
WANTED—2 husky young boys to work in bag factory. Apply Ames Harris Neville Bag Co., 15th and Hoyt sts.
WANTED—Shoemaker for patching work. Call at 773 Union ave. N.

HELP WANTED—MISC. 49

LEARN A TRADE
We are giving a special course in automobile, gas tractor, truck, stationary and marine, operating and repairing; also ignition, carburetion and battery repairing, for $75, with a $25 discount to discharged soldiers and sailors.
HEMPHILL'S TRADE SCHOOLS,
INCORPORATED
Scott car at 2d and Alder sta. to E. 20th.
Scott car at 2d and Alder sts. to E. 20.

Decker's BUSINESS COLLEGE
Typewriting, comptometer, bookkeeping and all other modern business courses. Day and night school. Alisky bldg., 3d and Morrison Main 824
LEARN AUTOS AND TRACTORS
TWO DAYS TRIAL FREE
PAY TUITION WHEN SATISFIED
We teach auto, tractor, gas engine and auto electrical work. BIG 100-PAGE CATALOG FREE. Address Adcox 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.
STUDENTS, either sex, everywhere outside of Portland, let me show you where you can make a dollar or more every day after school with very little work. Address, 511 Willard hotel, 150 Park st., Portland, Or.
POSITIONS ASSURED
EVERY GRADUATE OF BEHNKE-WALKER BUSINESS COLLEGE, PORTLAND
Enroll any time. Telegraphy, stenography, banking, bookkeeping, secretarial. Free catalog.
LEARN TELEGRAPHY
Young men and women wanted. Call 434 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.
GOING East or South? Household goods shipped at reduced rates; moving and packing. Pacific Coast Forwarding Co., 403 Hoyt st. Bdwy. 763.
EAST SIDE COMMERCIAL SCHOOL
Miss Regina Buckels private school; individual instruction. 122½ Grand ave. East 427.
MISS MATTINGLY'S Shorthand, Typewriting School, $6 a month. 269 14th near Jefferson. Main 8893.
LEARN automobile tire repairing. See Flanders, 389½ Stark st. between 9th and 10th.
ADVANCE AGENT—Must be experienced for road show. Call Tabor 7750.

HELP WANTED—FEMALE 2

FORELADY to take charge of flannel shirt factory just starting at 244 Russell st., near Williams ave. Branch of Oregon City Woolen mills. Give full particulars regarding previous or present employment. Replies confidential. J-605, Journal.
WANTED—An elderly woman for light house work and care of two school children; parents employed, good home and some wages. Apply between 4:30 and 7 p. m. 54 E. 13th st. N. R. C. car.
WANTED—Sept. 12, 2 chambermaids and waitresses combined, also 1 kitchen maid now; references required. Write or apply St. Helens Hall, 13th and Hall.
STENOGRAPHER, living with parents, large insurance office, $50 to start, chance for rapid advancement; give phone number. D-424, Journal.
50 WOMEN and girls in our chocolate, wrapping and packing departments, experience not necessary. Vogan Candy Co., E. 11th and Flanders sts.
WOMEN—Inside work. If you do not intend to work steady do not apply. Western Oregon Handle Co., 31st and Sandy blvd.
WANTED—Several ladies for house-to-house demonstrating work. Straight salary, $2.50 to $3.50 per day and car fare. D-950, Journal.
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