THE OREGON SUNDAY JOURNAL, PORTLAND, SUNDAY MORNING, AUGUST 14, 1991



Wheat and Flour Valued at \$1,-814,632 Carried Overseas by 8 **Vessels First Half of August.**

Eight grain steamships bound foreign, carrying 1,468,311 bushels of wheat and flour, with a valuation of \$1,814,532, set a high water mark for the first half of month of August. Of the fleet five cleared for Europe and three for the orient. The westbound vessels carried parcel lots.

steamers to clear during the first half of the month were the West Katan, \$3,600 bushels of wheat 7303 barrels of flour: Baltimore Maru, 233,657 bushels: Victoria Maru, 270,000 bushels: West Faralon, 130,676 bushels and 6876 barrels of flour ; West Nivaria, 79,550 bushels ; Hoyeisan Maru, 275,000 bushels ; Pawlet, 12,605 barrels of flour, and the Tyne Maru, 275,000 bushels.

The average was one yessel in every 40 hours. The vessels ware lined, loaded and dispatched without the least delay, which is a record for the stevedoring work of the port. In the old days of sailing ships it would require 25 of more craft to handle the volume taken by the eight steamships. The en route list of grain tonnage now

numbers 16 steamships, eight Japanese and seven British and one American The Japanese tonnage totals 30,828 tons and the British 17,227 tons, while the American tunes along with 3289, a total of \$1,335 tons net.

The latter part of August will fall short of the first half, but September will see a heavy export. New charters are being announced daily for close in steamers all for new crop and September loading.

BATE ON CEDAR LOGS TO

JAPAN IS BOOSTED HERE Columbia river westbound conference has raised the rate on cedar logs to Japan from \$12.50 a thousand to \$17.50 a thousand, measured. Cedar logs are difficult to handle, being of odd shape and length.

There has been a heavy shipment of cedar logs from Portland for Japan re-cently and since the first of the month there has been active demand for space for high grade lumber. Coast operators are seeking a better rate on all lumber and it is probable that an advance of be made on sawed stuff. A will number of steamers are booked up at the old rate of \$12.50 established by the shipping board.

REQUEST IS RENEWED FOR RECEIVERSHIP FOR LINE

New York, Aug. 12.-(I. N. S.)-De Lancy Nicoll today renewed his application in federal court here for a receiver the United States mail steamship which he represents. He was accompanied in court by Bainbridge Colby, former secretary of state and law part-ner of former President Woodrow Wil-

Judge Manton sat Monday for a hearing on the application. Benjamin Bar-ber, representing the United States shipping board, was present.

Mr. Nicoll told the court that a receiver was desired as the expected





of the Riverside, Tamalpais and Bear off Cape Mendocino, and the wreck of the Orizaba, Cleone, Alliance, Iaqua, St. CHARIS OF CUAS the Orizaba, Cleone, Alliance, Iaqua, St. Paul, Del Norte, Wizzard, Washtenaw, Merced and Quinauli off Punta Gordo. According to Jones, lack of surveys, ac-curate charting and information regarde-ing currents were contributing factors in INADEQUATE, SAY This, however, does not relieve the masters from taking precautions that assure the safety of the ships, mariners point out, but make it more necessary to "play safe." When the shore line is

Records Show 17 Vessels Driven Ashore by In-Set Currents; Soundings Show Sea Valley, More thorough survey and charting of the Pacific coast was one of the things brought before the minds of sea-faring folk by the wreck of the San

faring folk by the wreck of the San Francisco-Portland Steamship Co.'s steamer Alaska on Blunt's reef August 9. Lost in a fog the ship was unable to ascertain her position accurately be-cause the shore was obliterated by fog and the chart failed to show adequate surveys of the ocean bottom. According to data complied by E. Lester Jones, superintendent of the coat and geodetic survey, only 73 per cent of the California coast has been accur-ately surveyed. The location of the dangerous rocks are indicated on the chart but lack of adequate soundings prevents the navigators of coastwise NAVY BOATS PLAY SAFE

prevents the navigators of coastwise operating in foggy weather. One of the methods used is to run what is known as a "chain of sound-

ings." The lead a tervals and the resulting depth of water is plotted on thin paper and surmounted of the chart. By comparing the contour of the chart. By comparing the contour of the chart. By comparing the contour recorded by the chart the position and recorded by the chart the position and neuros of the vessel may be found. This is pointed out as one of the transc disaster in 1913 when the ship collided with an ice-berg while running full speed through an ice field. The lead is cast at regular inings."

Soundings, however, must be indicated on the chart close enough together to enable the navigator to get soundings every quarter of a mile or even less. At Cape Mendocino, where the Alaska hit, the soundings are on an average of one mile apart on the northwest side of the land.

Berlin, Aug. 13.—In a financial war on the Hamburg-American line and oth-er shipping concerns, Hugo Stinnes is trying to secure the gigantic imperial wharf at Danzig, on a basis of owner-According to the statements of the ship in which the co-would be interested.

According to the statements of the first officer of the ship, soundings were taken but they falled to indicate the position of the ship. This was possible when the soundings are so far apart that a chain of soundings cannot be efficiently operated. The entents commission which dis-tributed the "assets" of Danpig, awarded the imperial rifle factory to Poland, but gave the wharf to the city of Dansig on the understanding that \$,000,000 gold marks would be paid for it. That the soundings off Cape Mendo-cino are not accurately charted is indi-

cated by the presence of a submarine Seeing the opportunity to increase his already vast holdings, Stinnes has pro-posed that a company consisting of him-self, the city and some British capitalists —the latter a concession to entante feel-ings—take over the wharf by payment of valley to the northwest of the cape. Navigators have reported it on many ons but there is no sign of such

a depression of the ccean floor on the chart. Captain P. A. Doran, in a pam-phlet published by the San Francisco-Portland Steamship Co., indicates the presence of this valley by saying: permit Danzig to retain a majority "Evidently there is a submarine val ley, which reaches close up to the 30 fathom mark somewhere between False

cape and Blunt's reef. VALLEY IS SHIP TRAP "This valley was possibly mistaken

use against the Hamburg-American and North German-Lloyd concerns, which for the deep water south of the cape by the Norwegian steamer "Tricolor" when she ran ashore and became a total recently rejected his overtures for peace or amalgamation with their interests. loss about a mile north of Cape Mendo It is reliably reported in business circino during a dense fog in June, 1905." Another coastwise navigator, Captain

des that England is negotiating with the great Siemens-Shuckert Electrical doncern—another of Stinnes' connections —for the purchase of submarine equip-N. E. Cousins, ship master who saved all the passengers of his ship, the Con-gress, when she burned off Coos Bay ment, such as microphones and measuring instruments, to a purchase value of 60,000,000 marks. in 1916, tells of this valley, or rather two of them. Captain Cousins tells of the safe method of navigating around

By John Grandens United News Staff Correspon

HEAT DRIVES HORSE TO

Austif, became crazed wit blunged into a river. One is drowned before Dodd, w

First Biennial Commercial Exhibit Will Be Held in Municipal Auditorium Next Month first Portland business show, first exposition of its kind to be held in

this city, will be staged the week of September 19 at the Auditorium. It is designed to interest every commercial

This exposition is planned as a blennial how, to be held here every other fall, where the business executive may inform himself concerning down-to-the minute office equipment and appliances and school himself in the latest and

most efficient administrative methods; for in this big trade school will be as-membled exhibits of all kinds of modern devices and systems for the efficient carrying on of all branches of business. borne by the passengers is the state-ment of steamship officials. They say

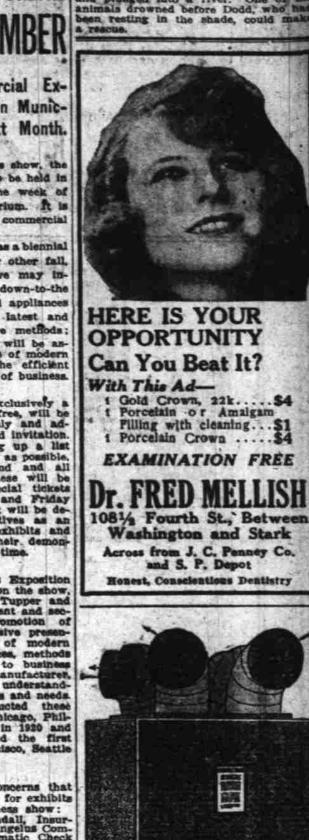
BUSINESS SHOW ONLY the passengers demand they be set on the dock of the port they are bound for at a certain time and cause trouble and fail to patronise the line if they do not arrive on time. They fail to realize BUSINESS SHOW ONLY This exposition will be exclusively a business show and, though free, will be open to business people only and ad-mission will be by ticket and invitation. The management is making up a list which will include, as nearly as possible, every executive in Portland and all nearby territory and to these will be mailed invitations and special tickets of admission. Wednesday and Friday afternoons of the mow week will be de-voted exclusively to executives as an voted exclusively to executives as an opportunity to study the exhibits and receive the attention of their demon-strators at a less crowded time. HAMBURG-AMERICAN LINE

ITS PUBPOSE

The aim of the Business Exposition Company, which is putting on the show, and of which Nathan W. Tupper and Waldo T. Tupper are president and sec-rétary-treasurer, is the promotion of efficiency-by a comprehensive presen-tation and demonstration of modern time and labor-saving devices, methods and the articles which apply to business in which the city of Danzig Itsel time and labor-saving devices, methods and services which apply to business practice, to bring together manufactures, dealer and user for a better understand-ing of their mutual problems and needs. The Tuppers have conducted these expositions in New York, Chicago, Phil-adelphis and Boston ; and in 1920 and 1921 this management held the first business show in San Francisco, Seattle and Los Angeles.

LIST OF EXHIBITORS LIST OF EXHIBITORS Following is a list of concerns that have already reserved space for exhibits in this first Portland business show: Accident & Health Crandall, Insur-ance; Addressograph Co.; Angelus Com-mercial Studio, Inc.; Automatic Check Endorser Agency; Beck Duplicator Agency; Behnke-Walker Business Col-lege; Belknap Rapid Addressing Ma-chine Agency; Boorum-Pease Loose Leaf Agency; Collan Multigraphing School; Canfield Bros, advertising ser-vice; Carrib Mig. Corporation; Check-ometer Agency; Colnometer Agency; Geo, T. Colton, insurance; Converse Co., Inc.; Corona Typewriter Agency; Cran-dall & Roberts, certified accountants; Crane Letter Co.; Dally Record Ab-stract. the 8,000,000 marks. He is willing to terest in the company. No answer has yet been given the German financler, but acquisition of this property means much to Stinnes, since he already runs his South American line from Danzig. It likewise would give him a weapon to

dall & Letter Co.; Dally Reaction stract. De Lux Loose Leaf Agency: Dalton Adding Machine Co.; Dick Mimeograph Agency; Dimm & Sons Printing Co.; Ediphone Agency; Elliott Addresser-Ediphone Agency; Elliott-Fisher Co., book



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nancial aid, which caused him to ask a few days ago that the receivership action be held up, had not materialized. **DUTCH STEAMER MAKES**

FAST TRIP FROM LIVERPOOL Astoria, Aug. 13 .- The Dutch steamer erdijk will arrive in Astoria five or six days ahead of schedule because of her record breaking run from Liverpool to San Pedro. She negotiated the disance in 24 days and 12 hours' time, which local shipping men say has never been equaled. She is due here about August 20 to load salmon and flour for orth Europe.

News of the Port

Arrivals August 13

Tenpaisan Marni, Japanese Tokohama, general, Departures August Senator, American steamer, for San Diego via way ports, pasengers and general, W. F. Merrin, American, for San Fran-cisco, ballast. Springtield, American steamer, for New York American steamer, for New York

and way, general. Admiral Sebree, American steamer, for San Francisco and way, general.

TOWBOAT OPERATORS WARNED. Olympia, Wash., Aug. 13 .- Towboat operators on Puget Sound have been aded by the department of public works that they must not violate the provisions of the tariffs filed with the department or make any other charges than those contained in the tariffs without a formal hearing to reestablish the cut-rate prac-

At WORLD'S PORTS

At WORLD'S PORTS Astoria, Aug. 13.—Sailed at 7 a. m., steam-er West Nilus, for Kobe and Yokohama, Sailed Monday at 7:30 a. m., Japanese steamer Denmark Maru, for Ofiant. Sailed at 9:55 a. m., steamer W. F. Herrin, for Gaviota. Sailed steamer W. F. Herrin, for Gaviota. Sailed Monday Tuesday San Francisco, Aug. 13.—Arrived at 11 a. m., steamer El Segundo, from Portland. San Francisco, Aug. 13.—Arrived at 11 a. m., steamer El Segundo, from Portland. Point Alberni, B. C. Aug. 12.—Sailed at 1 nonolulu, Aug. 12.—Arrived steamer Cor-dora, from Astoria. San Diego, Ang. 12.—Arrived steamer Cor-dora, from Astoria. San Diego, Ang. 12.—Passed, steamer Point Reves, Aug. 12.—Passed, steamer Pairs Putnam, from Columbia river, for San Pedro. Lizzerroal Aug. 12.—Arrived steamer San Diego, Aug. 12.—Passed, steamer San Diego, Aug. 12.—Passed, steamer San Diego, Aug. 12.—Passed, steamer Data Putnam, from Columbia river, for San Pedro.

edro. Liverpool, Aug. 12.—Arrived, steamer Steel aventor, from Portland. San Francisco, Aug. 12.—Sailed at 4 p. 1 a. steamer. Carnece, for Eureka, Coos Bay and Portland. Sailed at 5 p. m., steamer fannwood, for Portland. Sailed at 5 p. m., steamer Steel Mariner, for Portland. Sailed it midnight, steamer Julia Luckenbach, from New York, for Portland. Balina Cruz, Aug. 11.—Sailed, Japanese treamer Rakuyo Maru, from Portland, for Cal-teamer Rakuyo Maru, from Portland, for Cal-tea.

eamer Rakuyo Maru, from Portland, for Cal-a. Seattle, Aug. 13.—(I. N. S.)—Arrived: West äralong from San Pedro, via Tacoma, 3 a. m. Arrived August 12: Adminal Rodman from putheastorn Alasta, 9:15 p. m.; Bromasan aru from Vancouver, B. C., via Tacoma, 9 m.; Valdes, from Everyth, 8:500 p. m.; U. S. Tennesses, New Yofk, and U. S. N. H. Merey, om Vancouver, B. C., 1:38 p. m., destroyers alley, Thornton, Morris, Tingey and Swassey, rom Vancouver, R. C., 1:38 p. m. Sailed Au-sti 13: President, for San Pedro via San mandisco, 21 a. m. Sailed August 12.—Ad-iral Godifich, for San Pedro via San Frän-neo, 5:05 p. m. Juneau, for Southwestern a Southeastern Alaska, 5 p. m. Valdez, Aug. 12.—Sailed—Adminsi Watson, outhbound, 1:45 p. m.

12.-Balled-City of Seatile.

Ang. 12.-Sailed-Northwestern 9:30 p. m. Princess Royal, south nd, 9 a. Aug 12 .--- Sailed, Alameda, north-

1. 8:30

Insert, Captain N. van Wyck Jeuddeaanse Jr. Top, 10,000 ton carrier now loading wheat at Portland for the Orient. Below, the six deck officers of the giant freighter. inches. Belative humidity: 5 a. m., 83 per cent; noon, 74 per cent; 5 p. m., 68 per cent

Seattle via Astoria. Schooner Robert Lewis, from Port Angeles, thence July 28. Ahukini, Aug. 11.—Salled.—Griffoo, for San Prancisgo. Ban Pedro, Aug. 12.—Salled.—M. 8. Theo-dore Roosevelk, for San Francisco. Raymond, Aug. 12.—Salled.—Charles Chris-tanen, for San Pedro, 4:30 p. m. Victoria, Aug. 12.—Arrived.—Canadian Pros-pector, from Abzandria via Norfolk, 6 p. m.; will go on drydock. Anyor with barge Henry Villard, from San Pedro, 11 a. m., and salled for Vancouver, B. C., at noon. Port Townsend, Aug. 12.—Passed out.—A navy supply ship, 2 p. m. Passed in August 12 —Admiral Rodman, Seattle, 4 p. m. Port Gamble, Aug. 11.—Arrived.—Schooner W. H. Talbot, from Port Ludlow, 4:30 a. m. Tides at Astoria Monday High Water Low Water 11:23 a. m. . . 6.5 feet 5:17 a. m. . . 0.2 feet 10:59 p. m. . . 8.0 feet 5:20 p. m. . . . 2.5 (cet Report from River Mouth

TIDE TABLE FOR WEEK - ENDING AUGUST 10 ENDING AUGUST 20 Julia Lackenbach. Seaside-High water is nine minutes saflier and low water 21 minutes earlier. Kashu Maru....

HIGH WATER

HIGH WATER A.M. P.M. 18 0:40 5.9 9:21 7.7 1 14 10:35 6.210:12 7.9 15 11:23 6.5 10:39 8.0 12:02 6.8 11:41 8.1 916 12:27 7.1 12:27 7.1 19 0:53 8.0 139 7.319 0:53 8.0 139 7.3 LOW WATER A.M. P.M.13 8:34 0.3 3:30 2.914 4:29 0.1 4:29 2.515 5:17 -0.2 5:20 2.516 5:17 -0.2 5:20 2.516 5:53 -0.4 6:04 2.2 917 0:35 -0.5 6:44 2.018 7:43 -0.1 7:57 1.520 8:12 0.2 8:31 1.4

Notice to Mariners

San Francisco, Aug. 13.—The following no-tices have been received at this office: From the master of the steamer Columbia, reports that on August 2, 1921, entering Corinio harbor, Nicararus, he sounded in a position T00 yardis 107 % degrees true from the lighthouse on Cardon Head, and From 18 to 26 fost, where the shart shows 81. WILLIAM GLASSFURD, Commander, U. S. Navy, in Charge. Trisondari ... A. Moffett Maru.

August 11, 1921.—From R. H. O., San Fran-cisco, Cal.: The master of the S. S. Porter re-ports to this office by radio this date that at S a. m. 3 miles south of Bhunts reef lightships, parts of upper structure of S. Alassia, with binnacle still standing whole width of deck and about 60 feet long. No one on wrechnes. WILLIAM GLASSFORD, Commander, U. S. Navy, in Charge.

m. 11.—Arrived — Canadian n Vancouver, B. C. Canadian 11.—Salled —Ningara, for Van-erate westerly winda

her, from Vancouver, R. C. ary, Aug. 11.—Sailed—Niagara, for Van-i.B. C., viz ports. Aug. 11.—Sailed—M. S. Borghand, for inna via ports. serpool, Aug. 12.—Arrived—Steel Inventor. Seattle via San Francisco. anghal, Aug. 2.—Arrived—Monteagle. Hong Kong. alera, Aug. 2.—Arrived—Colusa, from Tr-State Via Porta. Beattle via Yokohama and Kobe. Fokohama, Aug. 9.—Sailed—Genos Maru. Beattle. Aug. 12.—Arrived—Cordora, from Beattle. Aug. 13.—Bible. Beattle. Aug. 14. Beattle. Aug. 14. Beattle. Aug. 15.—Bible. Beattle. Aug. 15.—Bible. Beattle.

From-San Fran.... Japan .San Fran.... Aug. Stanwood Yoshida Maru..... Rose City Chifuku Maru.... Muroran San Fran... New York.. E. H. Meyer. Aug. Seattle New York. Las Vegas. Celilo Cellio Santa Crua. Moerdijk Weit Camak. Conget Atlantic Mara.... fabigh Teran Katrina Luchumbach Curacko Benkoku Mara... Tathu Mara Bankoku Maru Taibu Maru Willfaro Artigas Liberator Choyo Maru Canadian Souve Ordono Maru

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Terminal No. 4

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Westport

few Tork New York. from Portlan

For-San Fran. San Fran. San Fran. San Fran. San Fran. San Fran. F. and Way Broker Stan Way vie Citz.

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Testi-Rastern Martner. Wawalona Swiftlight Anton S. Brooks.

Commander, U. S. Navy, in Charge. B. H. O., Scattle, Wash., Aur. 15, 1921.---From the agreet of marine and fulleries. Vic-toria, B. C., dated August 10, 1921: "Mariners are herewith notified that the hight on Hadding-ton reef buoy, Broughton, Strait, B. C., is re-ported as not burning. This buoy will be re-lighted as not burning. This buoy will be re-lighted as not burning. This buoy will be re-lighted to soon as practicable. R. A. ABERNATHY, Commander, U. S. N., Officer in Charges. A. F. CLAPPER. Branch Hidrographic Office, Portland, Or.

WEATHER FORECASTS

ness visitor at the ranch owned by E O. Van Osdel, formerly of the Newberg condensary, seven miles west of New-berg of Wapato lake, reported discovery

GIANT STEAMER North Head, Aug. 13 .- Condition of the 5 p. m., sea smooth; wind, west, 8 miles. To Arrive at Portiand Dutch Ship Tjisondari to Carry

10,000-Ton Cargo From Portland to Points in the Orient.

First of the gigantic combination passenger and freight steamships of the Java-Pacific line, the Dutch steamship Tjisondari is taking a full cargo of

The craft will take close to 10,000 tons and has 12 first class passengers booked at San' Francisco for Japan. The Tjisondari is one of the largest and best equipped vessels to put into Portland on the Pacific run. She was built in 1915 at Rotterdam and measures 510 feet in length, 583 feet beam and 34 feet depth of hold. Her measured capacity is estimated at 14,200 tons and

weight capacity 9500 tons. She carries a crew of 141 all told: master, six mates, two wireless operators, one doctor and eight engineers,

all white, and 127 Chinese crew. She is rent and set inshore from her true single screw, carrying one of the larg-est engines of the kind built. The dimencourse but that the master realized the lightship off Blunts reef had not been passed. This is borne out by the statetions are: High pressure cylinder, 33 ments of the first officer, who said the inches; intermediate, 54 inches and low ments of the first officer, who said the pressure 90 inches; stroke, 50 inches ship had changed course so as to set her \$5 out to sea shortly before she hit the (five feet). The Tjisondari will load in the Ori-

ent for Holland and will be succeeded on the Portland run by the steamship Tjisolak. The Tjikembarg is now en route for Portland. She is a sister ship to the Tilsondari.

on currents. The coast line about Cape Mendocino from Eureka to Punta Gordo on the south, has a list of ships wrecked in 17 years that totals 15.

Prisoners to Flee Beginning on the north is the wreck of the U. S. S. H-3 and the cruiser Mit-

Dampened by Hose

Eugene, Or., Aug. 13 .- "Residents" of the Lane county jail are in a damp mood aday. In fact, they are damp in body as well as in spirits. There are at least seven of them who will have no desire to bathe for some time, as they

are very, very wet. STILL FOUND ON BANCH Yesterday they were in high spirits, and during the unusual round of hilar-Newberg, Or., Aug. 18 .- When a busiity managed to batter down three cell

In his efforts to tame them. Sheriff Fred Stickels called upon the fire de-partment and it was with the aid of of a still in the brush on the place, Dis-trict Attorney R. L. Connor, Deputy Sheriff Henderson and Marshal Jim the full force of the water system that Henry went to the ranch today and the prisoners became docile again. seized the still. No arrests were made "All's well on the Potomac," is the as no evidence of ownership was found. way Stickels expressed it today.

Cape Mendocino in a letter. He says:

"In following the 20 fathom curve you will lose bottom before you get to Cape Mendocino, as there is a submarine val-ley, but keep your lead going and you will soon pick up bottom again. Con-tinue sounding until you lose bottom the second time; then you have passed

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TERMS

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The 20-fathom line referred to is the ine made by the continental shelf and passes clear of all hazards if followed. It is commonly called in marine circles the "square-head line," for many navigators not well up in modern navigation depend on soundings taken on this line to make the entire trip up or down the coast.

LACK OF CHARTS SHOWN

The presence of the submarine valley not shown on the chart proves, according to Jones, that the coast is not surficiently charted. Ships unable to take bearings on the shore line cannot get accurate enough data from the soundings taken to assure them of their position

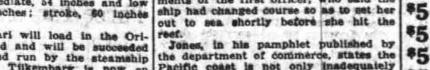
in foggy weather. This, of course, shipping men point out, does not relieve the navigator of the responsibility of havng his ship too close to the shore line.

Shipping men point out that, as in the wreck of the Bear in 1916, it was possible that the Alaska, like the Bear, has been set inshore' and retarded in her ourse by an unknown current and the \$5

dead reckoning position, the position obtained by plotting the course of the ship \$5 and current. The only accurate post-tion to be obtained at sea is either by bearings upon a known object on the \$5

shore of by a celestial observation. The Bear, also approaching Cape \$5 Mendocino from the north, was set inwheat at the elevator for the Orient. shore by the current some five miles \$5 more than her course indicated, and held back almost 14 miles. Striking deep \$5 water with the lead, probably the submarine valley to the northward of the \$5 cape, the master decided the cape had been passed and altered course to head \$5 for Point Arena, making a change of about two points to the east. This set \$5

him on the beach a mile below Bear river. Shipping men state it is possible the Alaska was similarly affected by cur- \$5



Pacific coast is not only inadequaiely charted but there is little available data

Desire of Eugene 15 WRECKS ARE LISTED

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SPEEDY GREAT NORTHERN
SPEEDY GREAT NORTHERN
TO BE NAYY FLAG SHIP
Washington, Aug. 13. - (WASHING-TON BUREAU OF THE JOURNAL)The steamship Great Northern, former-ir y in service between Portland and San Francisco and since used as an army transport, is to be the flagship of Ad-miral Hilary P. Jones, commander of miral Hilary P. Jones, commander of miral Hilary P. Jones, commander of the Atlantic fleet, the first time an ad-miral of the navy has used a non-combai.
This distinction is said to have come to the Great Northern because it has reater speed than the battleships and has much more commolious guarters for an admiral and his staff. Admiral Jones one of the big fighting ships, it is stated.
The Great Northern was turned back to the navy department from the army placed in service a short time ago. She will proceed from the Pacific coast to san Atlantio port for repairs before being placed in service a short time ago. She will proceed in service a short time ago. She will proceed in service as the flagship.
The Great Northern was turned back to the navy department from the army placed in service as short time ago. She will proceed in service as the flagship.
The diating Machine Agency : Todd Protecto-graph & Protect States Co. Maner Co. Shorther or deal in service as short time ago. She will proceed in service as short time ago. She will proceed in service as short time ago. She will proceed in service as the flagship.
The drant Maner Admiral Jones will have the battleship Wyoming as flagship.
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HALL GAS FURNACE CO. MAIN 7065 Just South of Morrison





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