

## SHIPPERS ARE BUSY

## Big Freighter Is Launched by Seattle Builders.

## ELSE SHIFTED TO TACOMA

## First Keel Laid at Standifer-Clarkson Works in North Portland and Shore Pipe for Fill of Heath Company Is Placed.

Important features in the new ship-building era that is gripping the Pacific Coast were the launching at Seattle yesterday of the Norwegian freighter, Nella Nelsen, first of the numerous 8800-ton carriers contracted for on the Coast; the shifting of the new auxiliary schooner Elso from Tacoma to Everett to work her first cargo of lumber; the laying of the keel of the first vessel at the new Standifer-Clarkson yard at the new Portland Harbor, and the placing of shore pipe for the big fill at the South Portland yard of the Heath Shipbuilding Company.

The big steel hull that took her initial dip at Seattle was contracted for through A. O. Andersen & Co., having western headquarters at Portland, and she also owns the line, built by the Harbors Bros., at Tacoma. There are nine others to follow the Nella Nelsen, at Seattle, all placed by Andersen & Co., but they are not interested in any of them other than as brokers.

As yet no contracts for wooden ships have been closed by the new yard, but they control seven which the McEachern-Standifer-Clarkson Ship Company is turning out at Astoria. That more for and afters will be provided for is felt certain from the interest stockholders of the company evince in the new vessel construction on the Pacific.

At the North Portland Harbor plant the keel laid is for a ship ordered recently by Libby, Inc., for the Alaska trade. That much has been accomplished in about a month after the contract was executed, during which time ground was cleared, being carried on, shops built and plant installed and such work carried out.

Some saw the motor, schooner City of Portland, which was released from the yard on the way to Port Pirie, more are inspecting the June, loading at the Portland mill, the second auxiliary carrier completed at St. Helens, but now on it is promised there will be vessels of the type with some interesting changes over the pioneers of the fleet. Those at the McEachern-Standifer-Clarkson yard at Astoria, are to carry wireless and searchlights, as well as having gear electrically driven as far as possible.

## PLANT RECEIVES STEADY WORK

## Since Kenkon Maru Was Lifted Drydock Machinery Kept Going.

For almost seven weeks, with the exception of Sunday nights, the air compressor at the Port of Portland drydock has been running a steady day in furnishing power with which to run tools employed in repairs on the Japanese steamer Kenkon Maru No. 3, and it is possible that part of the plant will be given a rest soon after the vessel is floated, which will be tonight or tomorrow.

As many as 250 men have been employed on the ship and 50 to 60 workers at night, so on much of the work there is no cessation. Given while mechanics were busy on the finishing touches to the hull yesterday, a force of painters were working along the sides, covering next steel plates as well as the old ones with a fresh brown coat. In addition to the machine-shop equipment of the drydock, some special tools were detailed, so that all parts of the job have been attended to on the ground. Pipelines to carry air have been connected to the side of the dock, where the steamer will be shifted on leaving the pontoons.

## APPLES GO TO AUSTRALIA

## Turbiners Carry Fruit to Golden Gate for Antipodes.

Wenatchee and Yakima apples for export are moving through the Portland gateway yesterday. A special freight train of 18 cars was rushed from Portland over the North Bank road to connect with the Great Northern and this was followed last night by about a dozen more cars which will go south today on the liner Northern Pacific. The apples are sold to Australia and are a part of a considerable volume of the export business moving through Seattle, but which is now interrupted by the burning of the liner Congress.

One exporter of the Wenatchee district expects a shift of considerable part of his entire crop to Australia and is begging for space in available vessels.

The steamship Northern Pacific left freight on the dock at San Francisco and delivered 1800 tons at Flavel yesterday afternoon.

## ELSE GOES ON FIRST VOYAGE

## New Schooner to Carry Lumber From Everett to Tacoma.

TACOMA, Wash., Sept. 21.—(Special.)—The new steamer Elso, built by Babara Bros. here for W. O. Andersen & Co., of Portland, has left port on her initial voyage. She is being towed to Everett, where she will load a full lumber cargo for Australia.

The Elso goes out in command of Captain R. Zelling, formerly in charge of one of the Union Oil Company's tankers. She will carry a crew of six men.

The schooner was constructed at a cost of \$30,000 and is a staunch vessel, says she is one of the staunchest vessels he has ever handled. After this voyage the Elso will be fitted with 12-hp engines and probably will make a voyage to the Atlantic.

## TUG FEARLESS IS DAMAGED

## Vessel's Propeller Is Disabled by Fouling Towline.

EUKEKA, Cal., Sept. 21.—The tug Fearless is expected to be beached here for repairs of the propeller and rudder. The vessel was attempting to pick up the new wooden steamer Santim to tow her to San Francisco, the tug's propeller became fouled in the line. The damage is not large and the vessel's coming in until yesterday.

## WORK ON WIRELESS BEGUN

## Coos Bay Station to Be Ready by First of Year.

MARSHFIELD, Or., Sept. 21.—(Special.)—Grading for the Government radio station at Eniwod, a suburb, has been commenced, after a period of nearly a year spent in red tape pro-

ceedings. W. W. Ladd has the contract. The wireless is scheduled to be ready for operation January 1. The site is eight miles from the coast and hidden away behind hills. It is located on low ground, where there is tideless water, the latest investigation proving that wireless stations situated on areas where salt water is adjacent are of much greater strength and service than otherwise.

## CONGRESS TO STAY AT COOS

## Plants Along Entire Coast Will Be Asked to Bid on Repairs.

SEATTLE, Sept. 21.—The burned steamship Congress, owned by the Pacific Coast Steamship Company, will remain at Coos Bay until the contract is awarded for re-construction of the vessel, according to officers of the company. Ship plants of the whole coast will be asked to bid on the work.

## Pilot Schooner in Ship Shape.

Captain I. Turpna, of the Port of Portland marine staff, is deep in the work of getting the pilot schooner Joseph Pulitzer ready for her winter stay at the drydock. Fred Pappé, superintendent engineer of the port, says the schooner came back from her station off the entrance to the Columbia this time in excellent condition, which he credits to the efforts of Captain Antonson, her sailing master, and the pilots carried aboard.

## Schooner Inca Lowers Distress Flag.

SEATTLE, Wash., Sept. 21.—The American schooner Inca, which was flying distress signals off Umatilla Reef, south of Cape Disappointment, this morning, passed the cape last night after 6 o'clock, bound for British Columbia, apparently all well.

## News from Northwest Ports.

ASTORIA, Sept. 21.—(Special.)—The steamer Northern Pacific sailed today for San Francisco with about 1000 tons of freight and a freight passenger.

The schooner George E. Billings left for Astoria, where she is to load lumber for Australia.

The steamer schooner Wellesley arrived from San Francisco for Astoria and Portland. Carrying 550,000 feet of lumber from Westport, the steamer schooner Santa Monica sailed for San Pedro.

To the steamer schooner Yosemite arrived from San Francisco bringing freight for the St. Helens shipyard. She will load lumber at Rainier and Westport.

COOS BAY, Or., Sept. 21.—(Special.)—The steamer schooner Santa Monica, released yesterday from service for the Congress, and is supposed to have been released since last night, although she was not reported out.

The schooner schooner Tillamook arrived from Portland this afternoon and is discharging freight at the Ocean dock. The schooner schooner Adeline Smith was unable to cross in until 10 o'clock today.

## Marine Notes.

Among incidents of the voyage of the schooner Geo. E. Billings, from Sydney to the Columbia, is reported the fact she spoke to the schooner schooner Santa Monica, August 27, 1916, north, longitude 151° 30' west, latitude 48° 30' north, and was bound for work a full lumber cargo for the return.

The schooner schooner Tillamook arrived from Portland this afternoon and is discharging freight at the Ocean dock. The schooner schooner Adeline Smith was unable to cross in until 10 o'clock today.

During the coming week Lieutenant Colonel Potter and Major Arthur Williams, of the Coast Artillery, will inspect the upper Columbia River as far as Priest Rapids and the Snake River.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

Work of steaming the atehold of the liner Beaver was carried on last night as the liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock. The liner Beaver was being towed to the dock.

## FRESHMEN ARE ADVISED

## PRESIDENT KERR MAKES TALK TO O. A. C. STUDENTS.

Play Part in College Activities, He Suggests, and Learn Customs of Institution.

OREGON AGRICULTURAL COLLEGE, Corvallis, Or., Sept. 21.—(Special.)—Fully 1400 students packed the men's gymnasium yesterday for the first convocation exercises of the college-year and listened to a stirring talk by the freshman class by President Kerr.

In welcoming the first-year students, the president quoted statistics showing that not more than one out of every 60 pupils who enter the college schools graduate from college and dwell upon the responsibility incurred by those who enter college in this age.

President Kerr also called attention to the fact that freshmen hold a certain unique position in the student body and urged them to become acquainted with college customs here as soon as possible and interest themselves in college activities.

"Accept your position as freshmen," said President Kerr, "and become reconciled to the rules and regulations that govern you. If you do your part, my confidence in the student body officers is such as to cause me to say that the other classes will do likewise. The entrance into college is a new life in college activities. I do not believe that a student should spend his entire time in class-room work. He should be a student, not a worker, and as such does not achieve the greatest success in college."

## WELLESLEY HAS NEW FLAG

Parr-McCormick Line Also Buys Steamers Olympic and Inca.

Making her maiden voyage under the Parr-McCormick banner, the steamer Wellesley reached the river yesterday with general cargo and will discharge today. She was purchased following the acquisition of the steamers Olympic and Inca.

The Olympic is now on the way from San Francisco for Balboa and will proceed through the canal to ply for a year in the service of the Gulf Mail Steamship Company. The Inca has been used by the Union Iron Works as a wrecker off the Golden Gate, is having her wrecking gear removed and will go to the Chile Coast.

It is supposed she and the Wellesley will be on the Portland-San Francisco run permanently. The company also has the steamer Northland, which is under time charter to others. It recently sold the steamer San Ramon at a handsome profit.

## Low Water Effects Felt.

Towboat lines operating between Portland and points on the Willamette as far as Oregon City report that at the mouth of the Clackamas River, and a few other places where the stream narrows, the water is "thin," due to its low stage generally. The government gauge registered 2.6 feet above zero yesterday and the river continues to fall slowly. There is a six-foot channel as far as Oregon City, and smaller vessels are not bothered materially.

Vessels Entered Yesterday.

American steamer Beaver, general cargo, from San Francisco.

American steamer P. A. Kilburn, general cargo, from San Francisco.

Vessels Cleared Yesterday.

American steamer Beaver, general cargo, for San Francisco.

American steamer P. A. Kilburn, general cargo, for San Francisco.

Columbia River Bar Report.

NORTH HEAD, Sept. 21.—Condition of the bar at 5 P. M., foggy; sea, obscured; wind, southeast 14 miles.

Tides at Astoria Friday.

10:04 A. M.—4.6 feet; 3:47 P. M.—1.0 foot; 9:37 P. M.—7.4 feet; 4:05 P. M.—3.4 feet.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Sept. 21.—Maximum temperature, 84 degrees; minimum, 50 degrees; wind, S. by E., 5 to 10 miles; rain, 1.24 inches; total rainfall, 1.24 inches; barometer, 30.00; relative humidity, 75 percent.

STATIONS.

Baker, 84.00; Boston, 76.00; Chicago, 72.00; Denver, 70.00; Duluth, 68.00; Helena, 66.00; Kansas City, 64.00; Louisville, 62.00; Memphis, 60.00; Milwaukee, 58.00; Minneapolis, 56.00; New York, 54.00; Omaha, 52.00; Portland, 50.00; St. Louis, 48.00; Seattle, 46.00; Spokane, 44.00; Tacoma, 42.00; Vancouver, 40.00; Winnipeg, 38.00; Yellowknife, 36.00.

WEATHER CONDITIONS.

The northern disturbance moving slowly over the Lake region and has caused light rain and fog in the Willamette valley of Red River of the North. The pressure is low over the Pacific slope, also, and rain has fallen in Central California.

Southern Nevada and Arizona. The pressure is high over the Rocky Mountains and Northern Plains states and along the coast. In southwestern Oregon, and in Northern and Southern California and from the Northern Plains states eastward over the Lake region, in general it is warmer in the Pacific Northwest than in the rest of the country.

The conditions, although somewhat unsettled, are generally favorable for the crops in this district Friday, with northwesterly winds.

FORECASTS.

Portland and vicinity—Fair; northwesterly winds.

Portland, Washington and Idaho—Generally fair, probably not much change in temperature, northwesterly winds.

T. FRANCIS DRAKE, Assistant Forecaster.

DAILY CITY STATISTICS.

BIRTHS.

MEDICAL—To Mr. and Mrs. John E. Medford, 1172 Boston avenue, September 8, a daughter.

MARRIAGE—To Mr. and Mrs. Albert M. Mayne, 202 Westover road, September 11, a son.

MARRIAGE—To Mr. and Mrs. James M. Mackin, 461 East Thirty-second street, September 14, a son.

MARRIAGE—To Mr. and Mrs. Thomas F. Mackin, 461 East Thirty-second street, September 14, a son.

## AMUSEMENTS.

## HEILIG BROADWAY AT TAYLOR, MAIN 1 AND 1122.

TONIGHT 8:15 LAST TIME MATINEE TODAY, 2:15 (FRIDAY).

BARGAIN PRICE WOMEN ONLY Children Under 16 Not Admitted.

MATINEE TOMORROW, 2:15 FOR EVERYBODY.

ASK HIM, HE KNOWS. ALEXANDER

BOTH PRICES 25c, 35c. EVENINGS, 25c, 35c, 50c. SECURE TICKETS EARLY.

SEATS NOW SELLING AT BOX OFFICE.

HEILIG 4 NIGHTS NEXT SUN. BARGAIN PRICE, 25c, 35c, 50c. STUPENDOUS NEW YORK WINTER GARDEN COMPANY IN THE BRILLIANT MUSICAL REVUE.

'World of Pleasure'

EXCELLENT CAST—100 PEOPLE. EVENINGS, 25c, 35c, 50c. WED MAT., 1.00, 75c, 50c.

BAKER Broadway and Morrison HOME OF MUSICAL STOCK. Daily Mat., 2:30-10 only. Evenings, 7:30-10. 25c, 35c, 50c. All this week. The sensational success.

"SO LONG, BETTY" All new songs, specialties, costumes and scenery.

TONIGHT Chorus Girls' Contest After Each Show.

PANTOPHORE MATINEE DAILY 2:30

LEO PERKINOFF AND ROSE-ETHEL AND PERLES-ETHEL. BAILLET. A. ANDERSON. DANCING. 5-OTHER BIG ACTS.

Boxes and logs reserved by phone. Curtain 7:30, 7:45, 8:00, 8:15.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays, 1:15 to 11. Mat. 10c. Nights, 15c.

Feature Photographs. 1 to 5: 6:45 to 11 P. M. Sat. Sun. Holidays