

## ROSSETER LOOKS BEYOND BIG WAR

Operating Head of Emergency Fleet Corporation Takes Stock in Portland.

## VISITOR INSPECTS HARBOR

Concise but Thorough Presentation of All Conditions Bearing on Water Transportation Made by Local Officials.

As a prelude to a closer inspection of plants and industries ashore, John H. Rosseter, San Francisco's son, who was recently designated to head the Bureau of operation of the Emergency Fleet Corporation, was piloted through the Portland harbor yesterday morning. That he was piloted in fact is not simply a figure of speech, for there was a man aboard to enlighten him on each phase of port life and activity, a committee having been so drawn in anticipation of Mr. Rosseter's keen search for information.

The party was aboard the United States Engineers' tug Geo. H. Mendell, and leaving Stark street at 10:15 of the dock they were carried to St. Johns and back to South Portland. The many shipyards and large fleets of new tonnage, the St. Johns municipal terminal, the larger docks and other developments were explained and discussed.

**Information Well Presented.**  
H. L. Corbett, president of the Chamber of Commerce, had caused to be compiled for Mr. Rosseter a concise but thorough presentation of all conditions bearing on water transportation, from climatic to drainage. There were charts and maps as well, all neatly bound in leather, on the outside of which, in gilt lettering, was the recipient's name and his new title, also the name of the donor, the Chamber of Commerce.

G. B. Hegardt, chief engineer of the Commission of Public Docks, was armed with maps and a world of data as to port facilities. The tug was taken close to the St. Johns terminal site so that the lay of the land was within easy view, and John H. Burgard, of the Dock Commission, was on hand to explain that body's work and future plans. Lloyd J. Wentworth, supervisor of wooden ship construction in Oregon, had a store of information as to the vessels seen from the tug's deck, also answers to a rapid fire of questions from the guest of the day.

C. D. Kennedy, in charge in Oregon for the bureau of operation, was armed as well to meet the search of his new chief for pointers.

**Wheat Can Be Moved Rapidly.**  
Max H. Houser, shouldering the responsibilities in the Northwest of the United States Food Administration Grain Corporation, told Mr. Rosseter of the crop outlook how wheat would be shipped and that with an adequate supply of cars he could keep the cereal moving at a fast clip, always providing ships were here in need.

C. B. Woodruff, of the Portland Traffic and Transportation Association, came in for his share of contributions to the store of knowledge, as did L. E. Smith, of the War Trade Board.

**President Stone, of the Port of Astoria Commission, in Rosseter's** company with a most interesting budget as to what that city is doing in shipbuilding, with modern terminal facilities, how the future was planned for, and a dozen other things. President Stone had recent and highly interesting photographs, one being a panorama of the entire city of Astoria, taken from the heights to the west. Mr. Rosseter was prevented from visiting Astoria by reason of having only one day to spend in the district.

## COHASSET FLOATS AT COOS BAY

Third Ship Launched Practically Ready for Machinery Now.

MARSHFIELD, Or., July 12.—(Special.)—The Cohasset, a Hough type vessel constructed for the Government by the Coos Bay Shipbuilding Company, left the ways this afternoon at 4:30 and in a half hour afterwards was tied to her loading berth at the Smith Electric docks. The Cohasset was christened by Mrs. Paulhamus, wife of Manager James Paulhamus.

The launching went off without a hitch and the crowd of several hundred cheered the workmen to an echo. The Cohasset is the third ship launched by the Government by the Coos Bay Shipbuilding Company and is practically ready for her machinery, only about five days being necessary to complete her.

## Marine Notes.

Captain J. P. Blain, supervisor of steel ship construction in the Northwest, and Captain W. A. Magee, supervisor of wooden ship construction in Washington, are in the city to meet the Schwab party.

Percy Davis has succeeded C. K. Hoogkirk as master of the steamer Iraida, and L. H. Holman has succeeded Captain Davis on the America.

It is planned to start from Wallace Slough today with the third cigar-shaped log raft the Benson Logging Company has completed this year for San Diego delivery.

Longshoremen are being given back pay by stevedores from the Government having arranged to pay the men between the time they presented a demand for higher wages, April 15, until the ship loading commission established the new wages, May 2. It is estimated that \$5000 is being distributed, the men receiving from 10 cents to \$20.00, according to straight time and overtime they worked during the interval.

Inspection of the new steamer Western Spirit was completed yesterday and the inspection of the Point Judith will be started tomorrow.

It is expected orders will be received any day to cease the camouflage painting of new wooden steamers that are to be used on the Pacific. The practice has been objected to, though all going to the Atlantic will continue to be done.

Colonel Philip S. Doane, of the medical department of the Emergency Fleet Corporation, has telegraphed the Oregon State Board of Health recommending the vaccination of all shipyard workers against smallpox. Few cases have been reported in Oregon and the step is precautionary because of the housing conditions in some districts.

The new freighter H. B. Lovejoy, built for independent owners, is to be put in commission early next week.

## Motorist Hurt in Crash.

A. Betsch, of 1493 East Oak street, aged 18, sustained painful bruises and severe lacerations of the face when a motorcycle he was riding collided with an automobile truck driven by John Howard, for the Robert Frazier Wood Company at Thirty-fifth and Division streets last night. Betsch was riding north on Thirty-fifth and Howard was driving west on Division. The crash occurred at the street intersection. Betsch was taken to St. Vincent's Hospital for treatment.

Ada, Or., Miss to Wed.  
TACOMA, Wash., July 12.—(Special.)—Lee F. Smith, Camp Lewis, and Callie May Swaffler, of Ada, Oregon, were granted a marriage license in Tacoma today.

## Summer Clothes for Boys

Saturday Offerings at Moderate Prices



If you've one or more active, energetic boys to clothe, come to this store for good suits. Here are clothes that will stay with a boy through the strenuous days of Summer, whether at work or at play. See my immense displays of

### Norfolk Suits

\$6.50, \$8.50, \$10, \$12.50, \$15, \$16.50, \$20

These suits come in a big variety of fabric and pattern; nearly every one has an extra pair of knickerbockers. You will like their quality, their style, their service.

### Sale of Wash Suits

\$1.50 Wash Suits.....98¢ \$2.00 Wash Suits....\$1.48  
\$2.50 Wash Suits \$1.98  
Other Wash Suits \$3.00 to \$6.50

Boys' Store, Second Floor—Take the Elevator

**Ben Selling**  
Morrison at Fourth

## BLAME PUT ON PLANE

Defective Mechanism Hinted At in Mitchel's Death.

## BORGNUM OFFERS THEORY

Scriptor Who Investigated Aircraft Programme for President Makes Written Statement to Inventors' Association.

## Wheat Can Be Moved Rapidly.

WASHINGTON, July 12.—Gutson Borgnum, the sculptor, who made an investigation of the American aircraft programme at the request of President Wilson, in a letter read last night at a meeting here of the American Inventors' Association, intimated that the accident which killed Major-General John Purroy Mitchel at Gerstner Field, La., was the result of a defective plane.

Borgnum charged that an airplane recently sent abroad caused the death of an aviator in much the same manner as former Mayor Mitchel was killed.

## BAR TO UPHOLD HONOR

LAWYERS VIOLATING DRAFT LAWS TO BE INVESTIGATED.

## Captain Cullison Asked to Furnish Names of Attorneys Mentioned as Possible Transgressors.

That any members of the Multnomah Bar Association deserving to be disciplined because of unpatriotic or unethical practices in connection with the draft may get their deserts, Clarence H. Gilbert, president, has asked, Captain J. E. Cullison, state draft executive, for the names of any Portland transgressors.

## PROMINENT STEAMSHIP MAN, OF PACIFIC COAST, WHO BECOMES DIRECTOR-GENERAL OF BUREAU OF OPERATION OF EMERGENCY FLEET CORPORATION, SEES PORTLAND HARBOR.



Above—L. B. Smith, Captain J. Speier. Below, From Left to Right—C. B. Woodruff, G. B. Hegardt, Lloyd J. Wentworth, John H. Rosseter, Max H. Houser, H. L. Corbett, John H. Burgard, President Stone, of Astoria Port Commission; C. D. Kennedy.

## BLUEBACKS ARE CAUGHT

Salmon Eggs From Alaska, Hatched at Bonneville, Bring Returns.

## STEAMER DORA IS RECALLED

Bulldog of Northern Fleets Taken Off Alaska Peninsula Route.

## STUDENTS GO TO PRESIDIO

Willamette University Sends Eleven for Military Training.

## SALEM, Or., July 12.—(Special.)—

Dean George H. Aiden of Willamette University, tonight announced the names of 11 students and one member of the faculty who will leave soon for the Presidio at San Francisco, where they will take intensive military training for 60 days for the positions of assistants to the military instructor at Willamette, should one be installed there. All of the boys are to return to the school here.

Those selected are: Harold Dimick, Woodburn; Francis Cramer, Astoria; Oscar Olson, Woodburn; Roswell Waltz, Salem; Kenneth Legg, Salem; Millard, Douglas, Lebanon; Miles Bartholomew, Salem; Russell Harey, Seattle; Clarke Story, Wolf Creek; Paul Doney, Salem; Earl Flegel, Portland; and Professor W. A. Darden, faculty member.

## RIVER CHANNEL WIDER

SURVEY OF COLUMBIA DELIVERED TO FEDERAL ENGINEER.

Results of Dredge Chinook Show That Entrance Has Widened and Deepened Materially Recently.

There is 41 feet of water on the entrance range at the mouth of the Columbia River and there is a depth of 40 feet for a width of half a mile. That really meets the 40-foot project, so the dredge Chinook will be held there in the future to maintain the depth and width. Between the 36-foot contours there is a distance of 6000 feet.

The June survey, delayed by reason of Northwest weather prevalent along the coast, was finished Thursday and notes and the survey chart were delivered yesterday to Colonel Zinn, Corps of Engineers, U. S. A. In a few days the soundings will be transferred to a tracing so blue prints can be made.

The results show the entrance had widened and deepened materially since June, 1917, and even since the April survey was made this year. The width of best water then was confined to about 1000 feet, a year ago the width being 800 feet. The manner in which the deep-water area is spreading is meeting with all expectations of the Government engineers and others who have concerned themselves in the project and they fully look for a continuation of the same movement eventually a much wider channel being possible.

Part of the improved width is credited to this year's operations of the Chinook, though she has really been operating at the entrance only a portion of a month.

## U. S. Naval Radio Reports.

All locations are at 8 P. M. yesterday unless otherwise stated.

JOHANNNA SMITH, San Francisco for Coos Bay, 190 miles north of San Francisco.

Columbia River Bar Report.

NORTH HEAD, July 12.—Condition of the bar at 5 P. M. sea smooth, wind NW 12 miles. River 7 P. M.—11.5 feet.



Is a Wife justified in making the supreme Sacrifice to save her Husband?

—and also

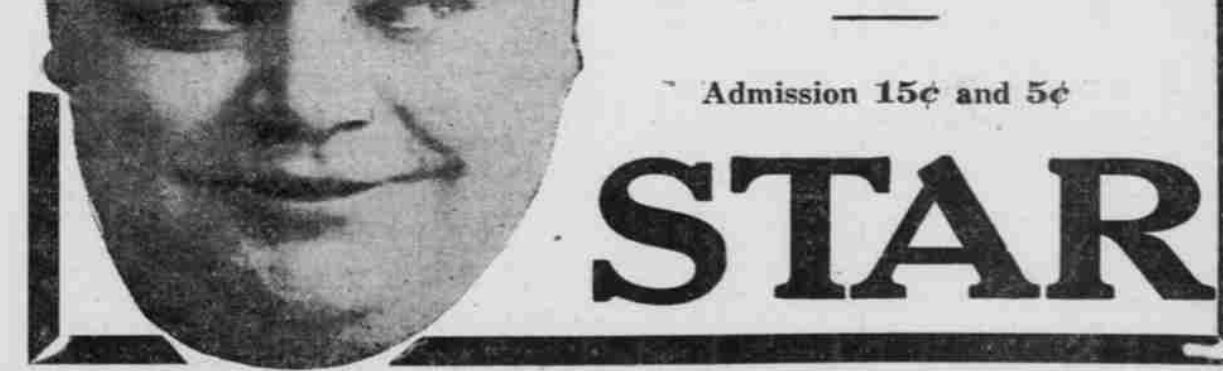
## Fatty Arbuckle

in "Fatty's Indian Sweetheart"

Beginning Today

Admission 15¢ and 5¢

## STAR



## DIVERS' EFFORTS IN VAIN

MOTORMAN MURRAY'S BODY NOT YET RECOVERED.

Equipment Today Will Permit Men to Go 85 Feet Below Surface to Find Bridge Wreck Victim.

After repeated attempts yesterday by divers to recover the body of Motorman William Murray, who was killed Thursday morning when a freight train crashed through the 220-foot span over the Clackamas River at Rivermill, divers were unable to remove his body from the engine which is imbedded in the bottom of the stream. The river is virtually a reservoir at that point and its depth is estimated to be about 85 feet.

Efforts will be made to lift the heavy engine out of the mud far enough so that the divers can recover the body. Fred Devine, of the Grant Smith-Porter Company's shipyard, assisted by Irvine Matton, started work yesterday morning.

As soon as the body is recovered the company will undertake to raise the two engines and two box cars.

Conductor Arthur G. Kinder, who was in charge of the ill-fated train, also lost his life by being struck on his head by a piece of bridge timber. His body was recovered soon after the crash and is now at the undertaking parlors of J. P. Finley & Son. Arrangements for the funeral have not yet been completed.

Brakeman Thomas Kearney, who escaped with severe bruises about his

## Men's Felt Hats

In gray and brown —\$5

Men's Caps —\$1.50, \$2, \$2.50

Main Floor

Ben Selling

Leading Hatter Morrison at Fourth



face and body, is now at Good Samaritan Hospital.

The diver, brought here from Portland, found that the wreckage in which Murray is buried, lies at the bottom of the reservoir, and the diver's equipment would allow work under the water only a distance of 50 feet.

More complete equipment has been ordered from Portland and it is expected Murray's body will be found in the wreckage tomorrow when the diver will go down the full 85 feet.

## Marriage Leads to Detection.

PASCO, Wash., July 12.—F. M. Hines, wanted here for issuing no-fund Army camps.

WASHINGTON, July 12.—Senior Surgeon C. C. Price, of the public health service, has been appointed an assistant surgeon-general in charge of a newly created division to combat insidious diseases, particularly in the vicinity of Army camps.

checks, has been brought back here for examination. After issuing several checks here on a Yakima bank Hines went to Spokane, where he was married to Miss Clara Lee. He was located by means of the marriage license record. Hines is also wanted in Walla Walla County, where it is alleged he passed some worthless checks.