

8800-Ton Hull Built in 37 1/2 Days, or 596 Hours.

NATIONAL RECORD CLAIMED

West Harlan Will Take Water at Columbia River Yard at 3:15 o'Clock.

At 11:20 o'clock this morning the West Harlan will enter the waters of the Willamette river 37 1/2 days or 596 actual working hours after her keel was started, establishing the fastest time for assembling a steel-hulled ship in the United States...

Mrs. J. D. Farrell, wife of the president of the O. W. R. & N. Co., is to start the West Harlan on her career, having consented to be sponsor for the vessel.

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by Fred D. Parr to the Pacific Mill & Timber company. The Lindauer has operated since 1900.

The delay on westbound cable messages affecting shipping interests has been reduced from 141 hours to 129 hours during the past 24 hours, was announced today.

The emergency fleet corporation to carry flour from this coast to Europe, announced today. They are the West Cherow, launched at Portland, February 28, and the West Cherow, launched at Seattle, March 20.

The Cherow will load on the Columbia river and the Ismo at a Puget sound port. The other ship, announced, is the newly-completed steamer Albert Meier, which will take a cargo of lumber from Coos Bay to Neivitas, Cuba. This is a French vessel and was built at Seattle.

The overdue schooner Edward H. West is now out 111 days from Sydney, bound for this port. She has not been spoken.

TACOMA, Wash., May 2.—(Special.)—Bound for Europe, the auxiliary schooner Briak, Captain John Nelson, sailed this afternoon, carrying a cargo of 1,500,000 feet of lumber. This is a part of a tin order received by the Tacoma mills. The barkentine Lohalia, Arratoon, O. Arratoon, is expected to sail tomorrow, bound for Port Pirie with a cargo of lumber.

Next Tuesday the 7000-ton steel steamer Oostling will be launched from the plant of the Pacific Coast Construction corporation. The vessel will be sponsored by Retha Illicka, the 12-year-old daughter of Dr. Frank Illicka of Tacoma, who is known in Portland. The Arabia Maru of the O. S. K. line, due at Tacoma May 3, is bringing one of the largest silk cargoes brought into the sound in some months. This amounts to 5000 bales. The steamer also has a large amount of general freight for Tacoma discharge.

COOS BAY, Ore., May 2.—(Special.)—The steamer City of Topeka, arriving from San Francisco and Eureka at 5:30 this morning and sailed for Portland at 4 in the afternoon. The ship was crowded with passengers who she left.

The gasoline schooner L. S. Smith arrived from Rogue Bay this morning, bringing fish from the Seaburg cannery. She will return south with cannery supplies.

The steam schooner Bandol arrived in port last night, coming for a lumber cargo. She is bound for the Peshawar at the Coos Bay Shipbuilding company yard for Saturday afternoon was postponed to a date next week.

PORTLAND, May 2.—Sailed at 4 P. M.—Operative for Grays Harbor, steamer Aurelia, for San Francisco, via Eureka and Coos Bay.

ASTORIA, May 2.—Sailed at 3 A. M.—Steamer W. H. H. for Gaviota, via Seattle. Steamer Johan Poulsen, from Westport, arrived at 12:45 A. M.—Steamer San Antonio, from Seattle.

SAN FRANCISCO, May 2.—Arrived at 4 P. M.—U. S. S. Oregon, from Portland, for Columbia River.

EUREKA, May 1.—Sailed at 7 A. M.—Steamer City of Topeka, for Portland, via Coos Bay, from San Francisco.

ASTORIA, May 2.—Arrived at 4:55 P. M.—British schooner Malahat, from Yokohama.

SINGAPORE, May 2.—Arrived—Steamer Key West, from Vancouver, via Hongkong.

SEATTLE, May 2.—Arrived—Steamers Theodosia, from Seattle, for Gaviota, via Seattle, Willamette, from San Francisco. Sailed—Steamer Governor, for San Diego; Malin, for San Francisco; Grisona, Maru, for Atlantic port.

TACOMA, May 2.—Arrived—Steamer Mexico Maru (Japanese), from Yokohama; Maxton, from Grays Bay. Sailed—Steamer Marmion, for Vancouver; E. C. Admiral Evans, for Alaska, via Seattle; auxiliary schooner Briak, for Eureka.

GIRALTA, April 29.—Arrived—Steamer West Modus, from Portland, Ore.

NEW YORK, May 2.—Arrived—Steamer New Amsterdam, from Rotterdam; Vancouver, from Portland.

Sailed—Steamer Vitella, for Glasgow; Kaiserin Augusta Victoria, for Bremer; Lorraine, for Havre; Siboney, for Brest; Oriana, for Westport; transport Edmond, for Brest; North Carolina, for Brest.

ANTWERP, April 25.—Arrived—Steamer Gothland, from New York.

LIVERPOOL, April 30.—Arrived—Steamer St. John, from St. John, N. B.; Magenta, from Havre; Havre, from Havre.

HAVRE, April 26.—Sailed—Steamer La Savoie, for New York.

SAN FRANCISCO, May 2.—Arrived—Steamer San Francisco, from Seattle; Chanalor, from Astoria. Sailed—Steamers Cleum, Admiral Dewey, for Seattle; Wainwright, for Portland; Sinaloa (Norwegian), for Iquique.

NEW YORK, May 2.—Arrived—Point Barlow, from Seattle.

NEWPORT NEWS, May 2.—Arrived—Chimo, from San Francisco.

MANILA, April 28.—Arrived—Archeron, from San Francisco.

COLOMBIA, April 28.—Arrived—Santa Cruz, from San Francisco.

Marine Notes.

MAJOR ASKS KEY FOR SHIPYARD FACTS

Information on Future Plans in Portland Requested.

CRISIS IS DECLARED FACED

Effort Made to Determine How Many Idle Men Must Be Absorbed by Other Industries.

A direct appeal for information on the future plans of the United States shipbuilding board concerning Portland's shipbuilding programme was made yesterday by Mayor Baker in a telegram dispatched to Edward N. Hurley, head of the board.

Mayor Baker explained to Chairman Hurley that Portland is now facing a problem of having approximately 30,000 shipworkers out of employment on October 1 if reports can be relied upon. He stated that it is imperative to work out some plan to absorb this labor in other industries should the government fail to renew contracts or permit foreign contracts.

Grave Crisis Declared. "Portland and Oregon faces a grave crisis," wrote Mayor Baker, "with the probability that 30,000 men will be out of employment on October 1. It is imperative that we provide public work to take up, or at least, partially take up, the slack."

"We are anxious to know immediately what plans the shipping board has outlined in this connection and to know just exactly what we may expect to see in taking this action, not in the interest of any particular shipbuilders, but in the interest of the citizens of Oregon, who are entitled to know just how far we must go to alleviate the condition which threatens us next fall."

"It is necessary to form a committee of the state reconstruction committee, to go before the people and ask them to authorize bonds for reconstruction measures which will provide work for the unemployed. If we have no definite facts to work on it is not possible to make any convincing arguments in favor of these measures. Therefore, these facts are not being collected and compiled."

Appeal to Wilson Planned. The action of Mayor Baker follows the note of warning sounded by Joseph R. Rowles, president of the Northwest Steel company, who at a recent conference of shipbuilders predicted that the shipbuilding industry would be put to an end in Portland unless some governmental action could be secured.

In addition to the appeal, Mayor Baker plans to take steps to present the entire matter before President Wilson as soon as he returns from France. Mayor Baker favors the plan of calling a conference of officials and business men of all the cities on the Pacific coast to outline a campaign for federal officials which would aid in perpetuating the shipbuilding industry in the yards on the western coast.

The Portland Ad club has gone on record in supporting Mayor Baker and a committee has been appointed to cooperate with him in his efforts to reorganize the shipbuilding industry in Portland.

CANADA TURNS BACK CHINESE

Students Already Landed May Seek Entrance to America.

Of 800 Chinese who have entered British Columbia since December, unauthorized students are being allowed to land there, some of them are expected to make an effort to cross the border, says R. Bonham, United States immigration inspector, who says the act has now been changed so that only bona fide students, qualified to pass university entrance examinations, are now welcome.

Mr. Bonham, who has returned from a trip to Vancouver, says that when he left there were 150 Chinese on the liner Empress of Asia, who had been ordered returned to their native land because of their inability to pass the military system in Canada, permitting discharged soldiers to elect what point they will accept transportation for, is reported in many newspapers to be British Columbia than enlisted there, says Mr. Bonham, and with some labor unrest already, a further influx of Chinese was not desired.

PRIZE AWARD YET UNSETTLED

Dock Commission to Have Further Session Today on Matter.

For two hours yesterday afternoon the commission of public docks situated with details pertaining to awarding a contract for pier work at the St. Johns municipal terminal and then adjourned at 2 o'clock this afternoon without having accomplished its object.

It is understood Elliott & Scoggins, low bidders for the work, will erect a 300-foot extension to the wharf of pier No. 1 and building of all for pier No. 2, which will be 150 feet long. It is expected to offer their bond and otherwise comply with the provisions of the call for bids. It is probable the matter will be finally decided today. Some of the others who filed proposals with the commission are interested in the outcome and have attended all meetings since the bids were opened a week ago yesterday.

Columbia River Bar Report. NORTH HEAD, May 2.—Condition of the bar at 2 P. M.—Sea smooth; wind north-west, 15 miles.

Tides at Astoria Saturday. High. 9.6 feet 10:43 A. M. Low. 4.23 P. M. 7.5 feet 10:43 P. M. 2.8 feet 11:15 P. M.

JAPANESE GAIN PRESTIGE

SHANTUNG DECISION ALL THAT NIPPONESE ASKED FOR.

German Rights Awarded by Peace Conference Must in Turn Be Transferred to China.

BY WILSON HARRIS. (Copyright by the New York World, Published by Arthur Hays Sulzberger.)

PARIS, May 2.—(Special cable.)—Japan, in all essentials, has got all she asked for. All German rights in the Shantung provinces are to be transferred to Japan without reserve, but on the understanding that she, in turn, hands back full sovereignty over this area to China.

I have reason to believe that the president of the United States hopes that when the league of nations comes into effective operation the whole question of such alien settlements on the soil of another sovereign state will be faced in earnest.

The decision means gain of prestige for Japan and loss of prestige for China, and among Oriental nations prestige has a value with which western diplomats are not altogether familiar.

What Japan will retain are various economic privileges inherited from Germany, together with the right to establish a settlement at Tsing Tau. The Japanese military forces are to be withdrawn at the earliest possible moment and the railway police force will consist of Chinese, with such instructors as the railway directors—who are almost all Japanese—may choose to appoint.

The treaty of 1915, by which Japan extorted a number of valuable concessions from China, was restored to private ownership and operation at midnight tonight by direction of President Wilson. The turnback was without formality. Since December Newcomb Carlton, president of the Western Union Telegraph company, has been director of the postmaster-general, by appointment of the postmaster-general.

Beginning tomorrow, however, Clarence H. Mackay, president of the Commercial Cable company, will resume his former duties with that company. Mr. Mackay was removed by the postmaster-general because of his refusal to cooperate in government efforts to unify all trans-Atlantic services.

Postmaster-General Curtly Ainsworth Mackay's Request for Return of Postal's Land Lines.

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PARLAMENTARY COMMISSION ASKED FOR BOND ISSUE

Million Needed to Meet Peace Time Contingencies.

PLAN IS FULLY DISCUSSED

Aim Is to Have Local Port Ready for Anything in Way of Competition That May Develop.

Water transportation lines making Portland their terminal when peace obtains will no doubt find the Port of Portland commission ready to meet any legitimate competition with other ports. It has been determined to ask the voters at the election June 3 for a bond issue of \$1,000,000, so any portion of it may be disposed of to advantage in a maritime way.

Recently a representative of Japanese steamship interests sought to ascertain what the Port of Portland might offer for a trans-Pacific line. The commission then was not in a position to consider such a proposal, as there were no funds available.

The prospect of early peace and the feeling that the shipping board must soon make known its policy as to whether the government is to operate or permit charter and sale to private interests, were features of the general shipping subject discussed at an adjourned meeting of the Port of Portland yesterday.

Million Counted Minimum. "I would say that we should ask the voters to pass on not less than a \$1,000,000 bond issue," said J. D. Kenworthy.

"The port should ask for a liberal amount so as to meet any contingency in safeguarding the community's shipping interests," said Andrew Foot, who said that he would submit to the voters at the next election, declared Drake C. O'Reilly.

"It strikes me that \$1,000,000 is the minimum to be considered," was the view of Phil Metschan Jr.

"Shipping interests are safeguarding themselves in the same way, holding funds in reserve, for they have been unable to ascertain what the plans of the shipping board are," said Max H. Houser.

Resolution is Adopted. Erskine Wood, of counsel for the port, submitted the following statement setting forth the position of the commission, and it was unanimously adopted:

"The commission feels that owing to unexpected conditions the world over, particularly in ocean transportation, it should be supplied with funds with which to meet emergencies that may arise in carrying out the commission's duties to develop the maritime commerce of this port. Due to the same unsettled conditions the commission wishes to commit itself to a hard and fast plan for the expenditure of this money. It feels that any definite plan, now adopted, might have to be modified to meet changing conditions. For example, much will depend on what disposition the United States government will make of surplus tonnage. Much depends on how early peace is made and what immediate results to the business world will flow therefrom."

"Therefore, the commission intends to ask the people to authorize a \$1,000,000 bond issue to provide funds to develop and promote the maritime commerce of the port in ways which the commission, acting within the authority vested in it, may decide is best for Portland."

U. S. Naval Radio Reports. All positions reported at 8 P. M. yesterday unless otherwise indicated.

SCOTLAND, Point Wells for Richmond, 650 miles north of Richmond.

CITY OF PORTLAND, San Francisco for Portland, 125 miles south of Columbia river.

CITY OF PORTLAND, Seattle for San Francisco, 275 miles north of Seattle.

CADDO, Vancouver for San Francisco, 55 miles north of Seattle.

HORACE X. BAXTER, San Francisco for Seattle, 170 miles north of San Francisco.

LAYTON, Seattle for Seattle, 400 miles from Seattle.

ATLAS, Eureka for Marshfield, 50 miles north of Eureka.

WILHELMINA, San Diego for Grays Harbor, 100 miles north of Seattle.

WILLIAMETTE, Seattle for Seattle, 85 miles from Seattle.

GOVERNOR, Seattle for San Francisco, via Victoria, B. C., 21 miles west of Race Point.

SAINIER, San Francisco, 30 miles from Seattle.

GOVERNOR, towing barge Baroda, Panama for Seaward, abeam Fallona, 130 miles from Seattle.

WILHELMINA, San Francisco for Gaviota, 33 miles south from San Francisco.

WHITTIER, San Francisco for Victoria, 200 miles north of Seattle.

MOTORSHIP STIERA, San Francisco for Seattle, 170 miles north of San Francisco.

Tonight is The Night!

Better, Brighter, Happier Than Ever; Opening With a Bang for Its Banner Season.



It's time to get out under the stars and dance on the mountain top. The glad season is here, and the Big Pavilion is ready, with the Council Crest ten-piece orchestra and—

Monte Austin

Tonight Monte will sing "When You Look in the Heart of a Rose," "Salvation Lassie of Mine," "In the Land of Beginning Again," "Chong," "Johnnie's in Town" and "Anything is Nice if it Comes From Dixie Land," with the dancing.

Free concert by Nelson's ten-piece orchestra in the Old Orchard. Come and bring your lunch.

Council Crest Park Hop a C-C Car Tonight

"posts" of the G. A. R. or the "bivouacs" of the Confederate veterans. Another suggestion which the district committee will be asked to consider is a scheme for monthly "chows" or dinners by the various "dugouts."

Lieutenant Colonel E. O. Fisher Wood, executive secretary of the national committee, left here tonight for St. Louis to confer with the convention committee of the St. Louis chamber of commerce relative to plans for the caucus.

Colonel Wood will stop at Pittsburg and Cleveland to aid in organizing local branches of the legion and on his return trip he will visit Chicago to confer with the national committee in regard to the armistice convention to be held there November 11.

Major-General John F. O'Ryan, special agent in charge of the militia, announced tonight that he would issue a call this week to members of the 27th division urging them to join the legion.

"To join the legion is to take a step toward the nation's life," he said, "to join the legion is to take a step toward the nation's life, and it is our national life or threaten it in the future."

PARIS FEARFUL OF THREAT Prediction Attributed to Dr. Richard von Kuehlmann Disturbs.

PARIS.—(Correspondence of the Associated Press.)—Warnings are being heard on all sides that the Germans will exert all their ingenuity to make the peace treaty as disadvantageous as possible to France.

Richard von Kuehlmann (former German foreign secretary), that "in less than five years' time, the Germans will be back in Paris practically, that is to say, in a favorable condition."

Evidence is accumulating that the preliminaries of the kind of pacific penetration at which the Germans seem to be particularly adept, already have commenced. German merchants with business connections in France are endeavoring to "pick up threads" again, and the papers now and then publish obsequiously worded messages to French firms, inviting them to "resume our pleasant relations."

More dangerous in the eyes of the French are the attempts that are being made by German servants, now posing as Alsations or Swiss, to slip quietly back into their old places with French families, and in making arrangements to betray them; in other suspicious employers have detected minute flaws in otherwise irreproachable letters, and are endeavoring to "pick up threads" again, and the papers now and then publish obsequiously worded messages to French firms, inviting them to "resume our pleasant relations."

In a case cited by La Liberté, a fact-

STEEL STRUCTURAL SHAPES, PLATES, BARS, BOLTS, RIVETS, UPSET RODS, FABRICATED MATERIAL FOR BRIDGES, BUILDINGS, TANKS, TOWERS, SHIPS. NORTHWEST BRIDGE & IRON COMPANY, PORTLAND, OR.

SERVICE RESUMED S. S. ROSE CITY. Between Portland and San Francisco Only. Freight and Passengers. Leave San Francisco 11 A. M., May 1. Leave Portland 3 P. M., May 6. Sailings Every 5 Days. San Francisco & Portland S. S. Lines. Tickets at Consolidated Ticket Office, Third and Washington.

BETTER THAN CALOMEL Thousands Have Discovered Dr. Edwards' Olive Tablets are a Harmless Substitute. Dr. Edwards' Olive Tablets—the substitute for calomel—are mild, but sure in their effect on the liver. They are the most instantaneous. They are the result of Dr. Edwards' determination not to treat liver and bowel complaints with calomel. His efforts to banish it brought out these little olive