## NORTHWEST STEEL TO LAUNCH SHIP TODAY

8800-Ton Hull Built in 371/4 Days, or 596 Hours.

NATIONAL RECORD CLAIMED

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

At 11:30 o'clock this morning the West Chatala will enter the waters of West Chatala will enter the waters of the Willamette river 37% days or 596 actual working hours after her keel was started, establishing the fastest time for assembling an 8500-ton steel hull in the United States, a feat the Northwest Steel company's force refers to as a "white man's record," because the only speedier construction was

the only speedier construction was credited to Japanese.

Mrs. J. D. Farrell, wife of the president of the O.-W. R. & N., is to start the West Chatala on her career, having consented to be sponsor for the vessel. The time spent on the work, as tabulated, was 66 shifts of eight hours, two shifts of 12 hours and 13 shifts of four hours, only eight hours' overtime being used. The working day at the North-west plant is two shifts of eight hours. The keel of the vessel was laid March

18, and the first margin plate was in place March 20, the first rider plate up March 21, all the tank top plates on March 22, also the sternpost up, and April 2 all side frames were up, while the second deck plates were down April 8 and the upperdeck plates April 15. The stem was in position April 17 and the bridge and forecastle plates on April 21, the last shell plates going into place April 26. The first tank was tested April 29 and the last tank last

An idea of how the Northwest's work An idea of how the Northwest's work-ers have cut down the time on the last few ships is shown by the fact that the West Cherow was floated in 52% days, the West Caleron in 47% days, the West Celina in 48 days, the Deer Lodge in 45 days and the Tripp in 42

The Columbia River Shipbuilding cor-poration launches the West Harlem at 3:15 o'clock this afternoon and, though o fast time is claimed for the ship it is hinted from "over the fence," the two yards being on adjoining ground, that the ship, when floated, will make the Northwest's family envious.

SHIPS TO PLY FROM TACOMA

Four Portland Boats to Make Run to Honolulu Regularly.

TACOMA. Wash., May 2.—(Special.)

Tacoma mills and shipping men are preparing to have cargo for the four Matson liners which will be put on the run between Puget Sound ports and Honolulu. An extensive trade was car-ried on between the islands and Tacoma prior to the war and it is antici-pated that this will be increased. Box shooks and general freight went out from this port and canned goods, sugar and other island products were brought

With a 10-day service between the islands and Tacoma and four 3800-ton steel steamers on the run, shipping men believe that a satisfactory volume men believe that a satisfactory volume of commerce can be developed. The agreement was reached by Dudley W. Burchard, district director of operations of the shipping board, and Manager E. R. Adams of Alexander & Baldwin, San Francisco shipping firm. The Giorietta, Glynmont and Glyndon, now being finished at Portland, will go on the run. Tacoma shipping men say that they are the ideal type for service between Tacoma and the between Tacoma and the

THREE SHIPS ARE INSPECTED

Cokesit, Afrania and Fort Smith Cruz, fro Definitely Passed.

plied with in meeting the exactions of the United States steam vessels inspection laws. Inspectors Edwards and Wynn yesterday placed their final yesterday placed their final cir

husiness. Every vessel built for the government has been inspected as to machinery and deck departments, life-boats, liferafts and the like. Less labor has been necessary since the signing of Eureka, sailed on her southbound voyage the armistice resulted in the elimination last night. extra life-saving equipment specifled for vessels traversing the war

Pacific Coast Shipping Notes.

SEATTLE, Wash., May 2.—(Special.)—As soon as her crew arrives here from France, the Albert Metin, owned by the French government, will go to Marhsfield, \$\mathbb{O}\_{\text{c}}\$, to load a cargo of lumber for Cuban ports. The vessel has been chartered by L. D. Carpenter. Captain A. W. Morton, 11 deck officers and 12 seamen compose another party of Australians arriving in the city yesterday is man a new wooden freighter being built by the Paiterson-Macdonald shipyard for the Australian government. The other party arrived the first of the week, headed by Captain A. S. Martin.

Completing a year of war work for the Completing a year of war work for the steamer Johan Poulsen reached the

Australian government. The other party arrived the first of the week, headed by Captain A. S. Martin.

Completing a year of war work for the United States, the Japanese steel steamship Penang Maru, Captain T. Araki, was redelivered to the Nippon Yusen Kaisha by the United States shipping board at 7 o'clock this morning, the ceremony being marked by a total absence of fuss or formalities.

For a voyage from Everett to Poughkepsie, N. I., with a full cargo of lumber, the 4000-ton auxiliary-powered schooner Blake-ley, built for the government by the Harbor island plant of the Puget Sound Bridge & Dredging company, was assigned this morning to W. C. Dawson & Co., Seattle shipping firm. The Blakeley will begin loading in Everett May 20.

ASTORIA, Or., May 2.—(Special.)—Coming to load lumber at the Hammond mill the steam schooner Santiam arrived at 12:45 this morning from San Francisco.

After discharging fuel oil in Portland the tank steamer Wm. F. Herrin sailed at 3:36 this morning for California.

The British motor schooner Malahat, which arrived last evening from Yokohama, received orders this morning to proceed to the North Pacific mill to load lumber for Malahat, which arrived last evening from Yokohama, received orders this morning to proceed to the Fifteenth-sirect terminal to Montgomer Santiam arrived at 12:45 this morning for California.

The British motor schooner Malahat, which arrived last evening from Yokohama, received orders this morning to proceed to the North Pacific mill to load lumber for Portland at 10 the Portland at 10 the received orders this morning to proceed to the North Pacific mill to load lumber for Portland at 10 the Received orders this morning to proceed to the North Pacific mill to load lumber for Portland at 10 the Received orders this morning to proceed to the North Pacific mill to load lumber for Portland the tenth Pacific mill to load lumber for Portland the County Portland to the received orders this morning for Portland at 10 the Received orders this morning to proceed to the P ASTORIA. Or., May 2.—(Special.)—Coming to load lumber at the Hammond mill the steam schooner Santiam arrived at 12:45 this morning from San Francisco.

After discharging fuel oil in Portland the tank steamer Wm. F. Herrin salied at 3:38 this morning for California.

The British motor schooner Malahat, which arrived last evening from Yokohama, received orders this morning to proceed is the North Pacific mill to load lumber for Australia. She will leave for Portland at 10 clock tonight.

licek tonight.
The emergency fleet steamer Birchieaf returned at 4 o'clock this afternoon after a 24-hour trial run at sea and proceeded to Port-

GRAYS HARBOR, Wash., May 2—(Special.)—The schooner Defender arrived today from San Francisco and will load lumber at the A. J. West mill, Aberdeen, for the west

SAN FRANCISCO, May 2.—(Special.)— The Matson liner Sachem sailed for Hono-lulu today with 63 passengers and a ful general cargo. The vessel's passenger ac-commodations have been booked in advance

Visitors will be permitted to board the battleship Oregon for three days. They will be handled by the launch concerns. The Oregon is in the harbor to boost the vicinits pas

by Fred D. Part to the Pacific Mill & Timber company. The Lindauer has operated out of this port since 1801.

Ten more wooden steamers may be allotted by the shipping board to carry flour to Europe. These vessels will be taken from the northern ports and loaded here. It is expected. A number of others may be loaded at northern centers.

The delay on westbound cable messages affecting coast shipping interests has been reduced from 141 hours to 129 hours during the past 24 hours, was announced today. The charter of two more steel steamers of the emergency fleet corporation to carry flour from this coast to Europe was announced today. They are the West Cherow. launched at Portland, February 28, and the West Ismo, launched at Seattle, March 29. The Cherow will load on the Columbia river and the Ismo at a Puget sound port. Another charter announced is that of the newly-completed steamer Albert Metila, which will take a cargo of umber from Coos Bay to Neuvitas. Cuba. This is a French vessel and was built at Seattle.

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

this port. She has not been spoken.

TACOMA, Wash., May 2.—(Special.)—
Bound for Europe the auxiliary schooner
Brisk, Captain John Nilson, salied this afternoon, carrying a cargo of 1,590,900 feet of
lumber. This is a part of a tie order received by the Tacoma mills. The barkentine Lahaina, Captain O. Arnesen, is expected to sail tomorrow, bound for Port Pirie
with a cargo of lumber.

Next Tueaday the 7500-ton steel steamer
Ossining will be isunched from the plant of
the Todd Drydock & Construction corporation.
The vessel will be sponsored by Retha Hicks,
the 12-year-old daughter of Dr. Grant S.
Hicks of Tacoma, who is known in Portland.
The Arabia Maru of the O. S. K. line, due
at Tacoma May 8, is bringing one of the
largest silk cargoes brought into the sound
in some menths. This amounts to 5000
bales. The steamer also has a lurge amount
of general freight for Tacoma discharge.

COOS BAY, Or., May 2.—(Special.)—The

COOS BAY, Or., May 2.—(Special.)—The steamship City of Topeka arrived from Sas Francisco and Eureka at 5:30 this morning and sailed for Portland at 4 in the afternoon, The ship was crowded with passengers when she left.

she left.

The gasoline schooner E. L. Smith arrived from Rogue river this morning, bringing fish from the Seaborg cannery. She will return south with cannery supplies.

The steam schooner Bandon arrived in port last night, coming for a lumber cargo Launching of the Peshewah at the Coos Bay Shipbuilding company yard for Saturday afternoon was postpaned to a date next week.

Movements of Vessels.

PORTLAND, May 2.—Sailed at 4 P. M.— New steamer Klamath, for Grays Harbor steamer Aurelia, for San Francisco, via Eureka and Coos Bay. ASTORIA, May 2.—Sailed at 3 A. M.—Steamer W. F. Herrin, for Gaviota. Left up.—Steamer Johan Poulsen, from Westport, for Portland.

Arrived at 12:45 A. M.—Steamer Santiam, from San Pedro.

SAN FRANCISCO, May 2.—Arrived at 4 P. M.—U. S. S. Oregon, from Portland. Sailed at 5 P. M.—Steamer Daisy, for Columbia River.

EUREKA, May 1.—Sailed at 7 A. M. teamer City of Topeka, for Fortland, coss Bay, from San Francisco. ASTORIA, May 2.—Arrived at 4:80 P. M. British auxiliary schooner Malahat, from

TACOMA, May 2.—Arrived — Steamers Mexico Maru (Japanese), from Yokohama; Marmion (British), from Granby, B. C. Sailed—Steamers Marmion, for Vancouver B. C.; Admirai Evans, for Alaska, via Seat-tle; auxiliary schooner Brick, for Falmouth

GIBRALTAR, April 29.—arrived—Steame West Modus, from Portland, Or. NEW YORK, May 2.—Arrived—Steamers Nieuw Amsterdam, from Bress; canonicus, from Paulilac.
Salled—Steamers Vitellia, for Glazgow; Kaisserin Auguste Victoria, for Brest; La Lorraine, for Havre; Siboney, for Brest; Orizaba, for Brest; cruisor (transport) Montana, for Brest; North Carolina, for Brest.

ANTWERP, April 25.—Arrived—Steamer Gothland, from New York. Salled, April 24.—Steamer Samland, for New York.

LIVERPOOL, April 30.—Arrived—Steamer Minnedosa, from St. Jehns, N. B.; May 1, Magantic, from New York, via Havre.

NEWPORT NEWS, May 2.—Arrived—himo, from San Francisco. MANILA, April 28.—Arrived—Archerm, from San Francisco,

COLOMBIA, April 28. - Arrived - Santa

Marine Notes.

stamp of approval on a trio of new ships—the 9500-ton steel steamer Cokesit, first of the Standifer carriers of the type; and the Afrania and Fort Smith, two Ferris wooden steamers of 3500 tons built by the Grant Smith. Smith, two Ferris wooden steamers of 3500 tons built by the Grant Smith-Porter Ship company.

The war work caused the greatest rush in the history of the office of inspectors, including even the days when only two officials looked after all the business. Every vessel built for the government has been inspected as to Carrying a full cargo, the Admirat like Smith and She left San Francisco at noon Thursday.

"Jim" Clarkson, manager of the wood shippards of the G. M. Standifer Construction corporation, has all details ready for the launching at 10 o'clock this morning of the Ferris hull Kudapasan, the last of the federal fleet to be floated from the plans to have another hull ready for launching at the corporation's Vancouver yard.

Carrying a full cargo, the Admirat like

To load a tie cargo for the Atlantic, the new steamer Klamath, one of the federal carriers completed by the McEachern Ship company, sailed late yesterday for Grays Harbor.

The steamer West Munham, Portland's first carrier of the new oriental fleet, left the St. Johns terminal yesterday for the oil dock to take on fuel oil, and should start for sea today. Soon after the European

82 Aliens Denied Citizenship.

DULUTH, Minn., May 2.—Eighty-two aliens who had applied for American citizenship have been forever barred from becoming citizens, Examiner Roe

Texas, where they will have charge of the music in all the church depart-ments. The Rev. Mr. George resigned ments. The Rev. Mr. George resigned his pastorate here last fall to enter Y.

sen line sailed for Honolulu today with gen-eral cargo.

The steamer G. C. Lindauer has been sold nian. Phone Main 7070, A 6025.

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

Mayor Baker explained to Chairman

Mayor Baker explained to Chairman Mayor Baker explained to challing that Portland now faces a problem of having approximately 30,000 shipworkers out of employment on October 1 if reports can be relied upon, and 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

"Portland and Oregon faces a gravcrisis," wrote Mayor Baker, "with the probability that 30,000 shipworkers in Portland 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. I am taking this action, not in the interest of any particular shipbuilders. out in the interest of the citizens of Oregon, who are entitled to know just now far we must go to alleviate the ondition which threatens us next fall "It is necessary for me, as chairman 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."

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 nen of all the cities on the Pacific coast to outline a campaign before the federal officials which would aid in perpetuating the shipbuilding industry

Mr. Bonham, who has returned from a trip to Vancouver, says that when he left there were 150 Chinese aboard the liner Empress of Asia, who had been ordered returned to their native land because they were not students. The military system in Canada, permitting the land because they were in Canada, permitting the land observation work.

This ship was criticised severely during the period of the war on account, chiefly, of a failure on the particular to understand its pursue with the land of the British Columbia than enlisted there, says Mr. Bonham, and with some labor inrest already, a further influx of Chinese was not desired.

Session Today on Matter.

For two hours yesterday afternoon the commission of public docks wrestied with details pertaining to award-ing a contract for pier work at the St Johns municipal terminal and then adjourned until 2 o'clock this afternoon

ject.
It is understood Elliott & Scoggins, low bidders for the work, which braces a 300-foot extension to the wharf of pier No. 1 and building of all of the wharf of pier No. 2, which is to be 1500 feet long, are prepared to offer their bond and otherwise com-ply 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

Columbia River Bar Report. NORTH HEAD, May 2.—Condition of the bar at 5 P. M.—Sea smooth; wind north west, 18 miles.

Tides at Astoria Saturday High. 3:28 A. M. . 9.6 feet 10:43 A. M. . -1.3 feet 4:53 P. M. . . 7.5 feet 10:46 P. M. . . 2.8 feet

SHANTUNG DECISION ALL THAT NIPPONESE ASKED FOR.

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

for Japan and loss of prestige for China, and among Oriental nations prestige has a value with which west-ern diplomats are not altogether fa-

What Japan will retain are various conomic 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 ors as the railway directors-who are almost all Japanese-may chose to ap

The treaty of 1915, by which Japan extorted a number of valuable concessions from China, remains unaffected. As regards the Shantung peninsula this treaty puts certain railways of high strategic and commercial value under Japanese influence and makes certain other provisions of less im-

BURLESON RESTORES PROPER-TIES TO PRIVATE OWNERS.

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

WASHINGTON, May 2 .- American cable lines taken over by the government in November were restored to private ownership and operation at mid night tonight by direction of President to renew contracts or permit foreign wilson. The turnback was without formality. Since December, Newcomb Carlton, president of the Western Union Telegraph company, has been directing head of the cable service 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 postmas-ter-general because of his refusal to co-operate in government efforts to unify all trans-Atlantic service.

Postmaster-General Burleson during the day received another telegram from Mr. Mackay requesting the return of

Mr. Mackay requesting the return of the Postal company's land lines at once, Mr. Burleson replied as follows: "Replying to your telegrams of yes-terday and today you are advised that my telegram to you of the first instant disposes of the matter so far as the postmaster-general is concerned."

FIRST PLANE ON DISPLAY National Museum Exhibits Veteran

R. Bowles, president of the Northwest Steel company, who at a recent conference of shipbuilders predicted that the shipbuilding industry would virtually end in Portland unless some goveramental action could be secured.

In addition to the appeal to Chairman furley for definite information, Major the entire way. by the Dayton-Wright Airplane company and was completed on October 29, 1917. It is the first plane flown with a Liberty-I2 motor. The De H 4 was adopted by the United States government in 1917 for use by the Ameri-can expeditionary forces as a day-bomber and observation plane.

pected to make an effort to cross the border, says R. P. Bonham, United States immigration inspector, who says the act has now been changed so that only bona fide students, qualified to make an effort to cross the made to the sing.

The machine carries full military camera, wireless telegraph and generator, oxygen bottles and helmets, in act, oxygen bottles, and helmets, in act, or oxygen bottles, and helmets, and helm The machine carries full military pass university entrance examinations, tercommunicating telephone, heated

of the public to understand its pur-pose. It was designed to serve either as a fighter or a bomber. When sent up for combat work it carried a light PIER AWARD YET UNSETTLED speed at 17.000 feet than any othe ship used in the war. Its maneuver ing ability when carrying a light load Dock Commission to Have Further was considered good. When sent up on a bombing expedition it necessarily carried a much heavier load and its speed and acrobatic ability suffered as a result.

The maximum speed of the De H 4 is set at 122 miles per hour but much higher speed has been developed. Its landing speed is 58 miles an hour. Its wing span is 42 feet 5½ inches; length over all, 31 feet 1½ inches; height, 11 feet 9 inches; gap, 6 feet 10 inches; total supporting area 440 square feet Its weight with a full load and mili

MISSION IS MADE CLEAR Japanese Premier Welcomes Trip of American Banker.

TOKIO.—To put a stop to the vari-us reports which have been appearing in the Japanese and Chinese press re garding the financial mission of Mr. J. J. Abbott of Chicago, as representative of New York and Chicago banking terests in China, Premier Hara of Ja-pan has issued the following official

statement to the press:
"Apropos of Mr. Abbott's visit to China, there seems to be some who re-gard him as representing American capitalists and having a plan for at-tempting great economic activities in China by ousting and restricting Japan. I know that such is unequivocally un-true and regret that there are still mischiefmakers bent on estranging the relations of Japan and America.

intions of Japan and America.
"When he was here on the way to
China, I met him personally and freely
exchanged views on the Americo-Japan exchanged views on the Americo-Japan relations on the investments in China. The ministers of foreign affairs and of finance also had frank conversations with him. Particularly, Mr. Abbott, when we met him, expressed the earnest desire on the part of American bankers for the co-operation of Japan and America on investments in Chin (Copyright by the New York World, Pub-lished by Arrangement.)

Needless to say, the joint investments in China Of Japanese and American capital in

men voluntarily surrendered their first papers to escape military service.

Evangelists Go to Texas.

Evangelists Go to Texas.

FRANKFORT, Ind.—The Rev. and Mrs. A. D. George, singing evangelists of this city, have accepted a call to the of this city, have accepted a call to the Texas, where they will have charge of the music in all the church depart.

Ished by Arrangement.)

PARIS, May 2.—(Special cable.)—

Japan, in all essentials, has got all she saked for. All German rights in the Shantung provinces are to be transferred to Japan without reserve, but on the understanding that she, in turn, the understanding that she, in turn, the understanding that she, in turn, are to China.

I believe that Mr. Abbott's visit to the far east this time would mark a new known as "dugouts" if a suggestion made today at the headquarters of the president of the United States hopes.

I have reason to believe that the papers of the Marches and Japanese capitalists. The return of American bankers' group to the finan-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 allen settlements on the soil of another sovereign state will be faced in carnest.

The decision means gain of prestige epoch in co-operation of American and Japanese capitalists. The return of temporary executive committee is adopted. The suggestion will be considered by a special committee, dealing with questions of organization at the St. Louis caucus scheduled for May 8.

The decision means gain of prestige means of realizing it."

The decision description of American and made today at the headquarters of the temporary executive committee is adopted. The suggestion will be considered by a special committee, dealing with questions of organization at the St. Louis caucus scheduled for May 8.

The idea of using the word "dusquit," a term made famous by the war, is to obtain a designation distinct from the

# ASK FOR BOND ISSUE

Million Needed to Meet Peace Time Contingencies.

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, for it has been determined to ask the voters at the election June 3 for a poind issue of \$1,000.500, so any portion of it may be disposed of to advantage

n a maritime way.

Recently a representative of Japanese teamship interests sought to ascertain that 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

uvailable available.

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

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

worthy.
"The port should ask for a liberal amount so as to meet any contingency in safeguarding the community's ship-ping interests," said Andrew Porter. "Should we require more than \$1,-000,000 it would undoubtedly be in connection with such a large proposition that we could submit it to the voters t another election," declared Drake C "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 "Snipping interests are saicquareing their affairs 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.

Resolution Is Adopted Erskine Wood, of counsel for the ort, submitted the following statement as setting forth the position of

Houser

unsettled conditions the world over, particularly in ocean transportation, it should be supplied with funds with which to meet emergencies that may bomber and observation plane.

It was first ficwn on the day of its completion at the south field of the Dayton-Wright company in Ohio. Since that time it has been used for all militates and experiments intended to 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 review the shipbullding industry in Portland.

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 review the shipbullding industry in Portland.

It has been used in more than 4000 flights; has been in the air for more than 1010 miles. Twenty-eight of the trips made by this machine were for more than 100 miles each, including trips from Dayton to Washington, ing trips from Dayton to Washington.

Therefore, the commission intends

U. S. Naval Radio Reports.

All positions reported at 8 P. M. yester-day unless otherwise indicated. SCOFIELD, Point Wells for Richmond. 659 miles north of Richmond. CUTY OF TOPEKA, San Francisco for Portland, 125 miles south of Columbia river. W. F. HERRIN, Linnton for San Francisco, ilies south of Cape Blanco.
HORACE X. BANTER, San Francisco for eattle, 170 miles north of San Francisco.
LYMAN STEWART. Olcum for Seattle, 460 miles from Seattle. ATLAS, Eureka for Marshfield, 50 mile orth of Eureka. WAHKEENA, San Diego for Grays Har-or, 870 miles north of San Diego. WILLAMETTE, San Francisco for Scattle, 5 miles from Scattle. o miles from Seattle.

GGVERNOR, Seattle for San Francisco
la Victoria, B. C., 21 miles west of Rac

RAINIER, for San Francisco, 30 miles from CAINIER, for Sah Francisco, 30 miles from cattle.

ANYOX, towing barge Baroda, Panama for Seward, abeam Farallones.

OLEUM, San Francisco for Seattle, 736 miles from Seattle, CHANSLOR, San Francisco for Gaviota, 33 miles south from San Francisco.

WHITTIER, San Francisco for Ventura, 220 miles from Ventura.

MOTORSHIP SIERRA, San Francisco for Bellingham, eight miles west from Duxbury roef, ADMIRAL SCHLEY, San Francisco for ilmington, 95 miles from San Francisco.

## COMMISSION OF 15 ASKED

SLOUGH TERMINAL PLAN WILL BE THOROUGHLY STUDIED.

Dock Board, Port and Mayor to Each Name Candidates to Final Inquiry Body.

At a conference between Max H Houser, chairman of the Port of Port-land, Charles B. Moores, chairman of the dock commission, and Mayor Baker, it was decided that a list of 45 citizens would be compiled, from which Mayor Baker will select a commission of 15 men to study the proposed terminal project on the Columbia river slough. Under the plan adopted the dock commission will name 15 men, the Port commission another 15 and the mayor will propose a like number. From the 45 names will be selected the 15 members of the commission.

At a meeting of the Port commission yesterday the plan was approved and the names will be forwarded to the mayor early next week. The dock commission will probably take similar action at its next meeting.

LEGION NAME IS SOUGHT "Dugouts" Suggested for Branches

## Tonight Is The Night!

Better, Brighter, Happier Than Ever: Opening With a Bang for Its Banner Sea-

TOUNCIL

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



### Monte Austin



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 Comea From Dixie Land," with the dancing.

SUNDAY

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

## Council Crest Park

Hop a C-C Car Tonight

Students Already Landed May Seek

Entrance to America.

Of 800 Chinese who have entered British Columbia since December, under a special act permitting students to land there, some of them are expected to make an effort to cross the border, says R. P. Bonham, United States immigration inspector, who says States included will flow therefore.

Lieutenant-Colonel Eric Fisher Wood, including that the expectation of the commission intends to ask the people to authorize a \$1,000.

"Therefore, the commission intends to ask the people to authorize a \$1,000.

"Therefore, the commission intends to ask the people to authorize a \$1,000.

"Therefore, the commission intends to ask the people to authorize a \$1,000.

"Therefore, the commission intends the executive committee committee of the St. Louis chamber of the may and the convention committee, left there to ask the people to authorize a \$1,000.

Solution of the careal of the commission intends to ask the people to authorize a \$1,000.

"Therefore, the committee of the st. Louis chamber of the st. Louis chamber of the port in ways which the committee of the port in ways which the authority committee of the st. Louis chamber of the people of the careal temperature committee. The

PARIS FEARFUL OF THREAT Prediction Atributed to Dr. Richard

von Kuchlmann Disturbs.

PARIS .- (Correspondence of the As sociated Press.)—Warnings are being heard on all sides that the Germans will exert all their ingenuity to make true the prediction attributed to Dr. Richard von Kuehlmann (former German foreign secretary), that "in less than five years' time, the Germans will be back in Paris (pacifically, that is to say) and in favorable conditions." Evidence is accumulating that the preliminaries of the kind of pacific penetration at which the Germans seem to be particularly adept, already ced. German merchants with pre-war business connections in France are endeavoring to "pick up threads" threads" again, and the papers now and then publish obsequisously worded missives 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 Alsatians or Swiss, to slip quietly back into their old places with French families. In some cases, their Teutonic families. occent betrays them; in others sus icious employers have detected minute

gitimate papers. Registry offices, al-though exercising the most scrupulous care in weeding out suspects, are not nfallible. In a case cited by La Liberte, a fac-

flaws in otherwise irreproachable le

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of the trouble and quickly correct it. Why cure the liver at the expense of the teeth? Calomel sometimes plays havoc with the gums. So do strong liquids. It is best not to take calomel, but to let Dr. Edwards' Olive Tablets take its place.

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

Lieutenant-Colonel Eric Fisher Wood.

Lieutenant-Colonel Eric Fisher Wood.

Would-be foreman was unmarked as the foreman was unmarked.

branches of the legion and on his return trip he will visit Chicago to confer with members of the Illinois committee, in regard to the armistice convention to be held there November 11.

Major-General John F. O'Ryan, head of the New York state militia, announced tonight that he would issue a call this week to members of the 27th division urging them to join the legion. "It is the duty of all American soldiers," he said, "to join the legion so they may continue to fight any forces of evil which may creep into our national life or threaten it in the future."

Romantic Illusion Sends Sheridan Man to Asylum.

SHERIDAN, Wyo.—In the absence of Judge Eurgess of the district court. Miss Effle Pellisier, clerk of the court, presided at an inquiry into the sanity of John Meier and when the jury found that Meier was of unsound mind committed the unfortunate to the state asylum for the insane. Meier imagines that a beautiful girl named Mae wants to marry him, and is making arrangements for the wedding, but is keeping the matter from him with the instance of Judge Eurgess of the district court. Miss Effle Pellisier, clerk of the court, miss effle Pellisier, clerk of the court, miss effle Pellisier, clerk of the court. Miss Effle Pellisier. Clerk of the district court. Miss Effle Pel the matter from him with the intention of surprising him.

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