

BUSINESS MEN URGE PUBLIC SUPPLY SALE

Terms Suggested for Craft
Owned by War Board.

REPORT IS SUBMITTED

Committee Thinks Present Cost of
Production Should Determine
Prices to Be Asked.

WASHINGTON, D. C., May 7.—President's committee on production, which has been studying the shipping board's proposal for a public supply sale of the vessels owned by the board, has submitted a report to the president.

The committee, which was named after a conference of business men here last month, has submitted a report which was made public tonight by the shipping board.

The report asserts that as the ships owned by the board were built as a war measure, under war conditions with attendant abnormal costs and as a new industry had to be built up as a war necessity, the abnormal cost should be absorbed as war waste and prices should be fixed upon the basis of present prices for reproduction, considering both foreign and domestic production costs.

"The prices should be determined," the report adds, "in a manner to assure stability, either by fixing prices for ships of given types and tonnage which could be maintained over a period sufficiently long to give buyers the assurance that after they have contracted for purchase of ships they will not be placed at a disadvantage by subsequent reduction in prices, or by fixing prices with definite protection to buyers over a definite period, such protection to consist of an arrangement under which safeguards for price readjustment should be subsequently prove necessary or desirable for the shipping board to reduce prices."

Taking up the question of terms, the committee recommended that 10 per cent cash be payable on the delivery of the ship with additional payments to be due at the rate of 5 per cent semi-annually for three years and the balance in 12 yearly installments of 5 per cent each. Title would pass to the purchaser when in the discretion of the board, a sufficient amount had been paid. The board would have a first lien on the vessels, until all payments were made.

A committee made the new suggestion that "in view of the fact that the ships constitute a capital asset of the United States government," the proceeds from the sale of the vessels be applied to the redemption of war bonds of liberty loan bonds and victory notes.

SALES PLAN UNCHANGED

SUBSTITUTE FOR SHIPPING
BOARD METHOD LOSES.

Amendment to Sundry Civil Bill
Carrying Appropriation of \$197,500,000 Voted Down.

WASHINGTON, May 7.—Efforts to substitute a direct appropriation for the shipping board's plan for a fleet corporation for the present method of drawing against receipts from sales of properties were defeated today in the United States senate.

Representative Byrnes, democrat of Tennessee, urging adoption of the amendment, said the proposed bill might result in forced sale of ships at a sacrifice in price.

Chairman Good of the appropriations committee replied that ships owned by the board ought to be sold now, when market conditions were favorable.

Pacific Coast Shipping Notes.

SEATTLE, Wash., May 7.—(Special).—For the first time since the schooner Panny Duford will not be sent on the coasting trade of western Alaska this summer. The schooner, three-master, today was chartered by George Albert, of Seattle, to be operated in connection with his salmon saltery in Helden, Bristol Bay.

The schooner was built in San Francisco in 1902 and is one of the most widely known coasting vessels on the Pacific.

Because the Alaska Lighterage company, in Nome, will not be able to handle cargo before June 15, the schooner Panny Duford is being sent to Seattle for the purpose of being sent to the coast of Alaska to be operated in connection with his salmon saltery in Helden, Bristol Bay.

On a cruise that will cover between 12,000 and 14,000 miles, the United States coast guard cutter, Bear, Captain Van Bockee, commanding, is preparing to leave Seattle for the coast of Alaska.

TACOMA, Wash., May 7.—(Special).—To load a part of cargo for the schooner Panny Duford, which is being sent to the coast of Alaska to be operated in connection with his salmon saltery in Helden, Bristol Bay.

The schooner Panny Duford, which is being sent to the coast of Alaska to be operated in connection with his salmon saltery in Helden, Bristol Bay.

PORT TOWNSEND, Wash., May 7.—(Special).—Heavy importations of raw silk from the orient continue unabated. The Japanese steamer Arakawa, which arrived here yesterday, brought a shipment of silk valued at \$100,000.

The steamer yacht Aquila, carrying H. P. Alexander and a party of Tacoma business men to San Francisco, sailed this morning for the north. The Aquila is expected to make San Francisco Monday morning.

The Eastern Admiral, which is loading here, will not get away before Wednesday. According to present indications, the steamer will take bunkers before sailing.

The Santa Inez will get to Seattle Saturday afternoon, according to Tacoma mail boat, heading for the north. The steamer will arrive here before the expected slum occurs. In addition to silk the Arakawa brought 300 tons of raw products, 2000 cases of silk, and 310 cases of raw silk.

NON-UNION MEN ENGAGED SEATTLE CARGOES HANDLED DESPITE STRIKE.

Nearly 300 Men Respond to Call
of Employers for Help and Work
on Waterfront Proceeds.

SEATTLE, Wash., May 7.—(Special).—With nearly 300 non-union men handling cargo on the piers and terminals, vessels in Seattle today experienced less delay as a result of the waterfront strike.

The waterfront trouble started last week with the refusal of the longshoremen to allow the gangs to be picked by the employers and reached its climax yesterday, when the "hold-over" workers were ordered off the piers and a general strike on the waterfront was declared.

In answer to the call for 2000 non-union workers issued by the employers yesterday nearly 300 men made application for work this morning, and were distributed along the waterfront.

Pier 3, operated by the Alaska Steamship company, was the busiest of the Seattle shipping terminals. Nearly 100 non-union men were in the dock house handling cargo. The steamer Northwest, which was loaded entirely by non-union men, sailed this morning for Alaska.

More than 100 non-union men worked the cargo of the steamer President of the Pacific Steamship company, which arrived last night from San Francisco.

Police patrolled the waterfront today, but no disturbances of any kind were reported.

MEIKO MARU REPORTED IN

STEAMER ENDS SPECULATION
AS TO WHEREABOUTS.

Vessel Expected to Reach Municipal Terminal No. 4 Before Daylight—First Loading Berth.

The Japanese steamer Meiko Maru, coming to load lumber and steel for Japan, passed in at Astoria yesterday afternoon and started up the river for Portland on Tuesday.

The steamer Meiko Maru, which is expected to reach the municipal terminal No. 4, her first loading berth, before daylight this morning.

The coming of the Meiko Maru has been a subject of considerable speculation along the waterfront from the last week because she was reported to be on her way to the waterfront but was not reported through any of the usual channels to have left any other port.

Another Japanese steamer, the Kaisho Maru, now discharging cargo at Seattle, will be off the mouth of the Columbia river Sunday morning, according to word received yesterday by the Columbia river pilots. It is several years since two Japanese steamers have been in the local harbor at the same time.

The Meiko Maru is under the management of A. M. Gillespie & Co., and the Kaisho Maru that of James Griffith & Co. Both the firms are Seattle companies.

SHIP GEORGINA FINED \$500
Failure to Have Sufficient Able Seamen Charged.

ASTORIA, Or., May 7.—(Special).—A fine of \$500 was imposed by Deputy Customs Collector Karinen today on the lumber-laden barkentine Georgina, which was found to be short of crew.

The barkentine Georgina, which is owned by the Pacific Coast Lumber company, was found to be short of crew when it was stopped by the customs collector at Astoria.

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GREATEST thing you know to be cigarette contented like you'll find yourself with Camels—an expert blend of choice Turkish and choice Domestic tobaccos which you'll prefer to either kind smoked straight!

Put that Camel blend back of Camel quality and you've hit the greatest taste winning combination you ever puffed out of a cigarette! Why it's a revelation!

Camels are so good you will want to smoke them liberally. And, you may—for Camels never tire your taste! You will also enjoy Camels freedom from any unpleasant cigarette aftertaste or unpleasant cigarette odor. They are wonderfully refreshing!

If you want to get some personal information about Camels compare them with any cigarette in the world at any price!

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