

HOUSE PASSES SHIP BILL BY PARTY VOTE

Republicans Abandon Effort to Obtain Amendments or Cause Further Delay.

PURCHASE PROVIDED FOR

Vessels Must Be Sold Within Five Years After End of European War—Mr. McAdoo Declares It Is Constructive Legislation.

WASHINGTON, May 20.—The Administration shipping bill appropriating \$50,000,000 for purchase of merchant ships by the Federal Government...

The House passed the bill 211 to 161, only two Democrats opposing it. The bill provides for the purchase of merchant ships by the Federal Government...

Vessels purchased under the bill and not resold, leased, or chartered to private interests would be operated by a shipping board until five years after the close of the European war...

Provisions also are made in the bill for the use of all vessels in the merchant marine as auxiliaries to the Navy in war time...

COAST LUMBER FLEET BUSY

Multnomah Is Hurried to Sail for Southland Ahead of Willamette

Captain Charles Green entered the McCormick steamer Multnomah at the Custom House yesterday with 2125 barrels of asphalt from the Golden Gate and she was cleared for San Pedro and San Diego...

The Wapama got away from San Francisco at 10:30 o'clock Friday night, and will be in tomorrow. The steamer Empire E. Deane left for San Francisco from San Diego...

SAILOR'S BODY IS FOUND

Man Drowned From French Bark Joinville, Here Early in March.

The body of Marcel Bergule, 18-year-old seaman from the French bark Joinville, who was drowned at Irving dock on March 9, was found yesterday floating near the Peninsula Lumber Company's pier...

Bergule was perched on a scaffold, painting the hull of the bark, when he fell into the water. He was wearing a life preserver and was able to keep afloat until he was rescued...

WILLAPA AIDS ARE CHANGED

Bureau Makes Known Other Moves Bearing on Navigation Marks.

To shift certain aids at the entrance to Willapa Harbor to conform with channel changes, the bureau has taken place, the lighthouse Manzanilla left the Columbia yesterday.

Other information affecting aids is contained in the latest publication of the Bureau of Lighthouses as follows: Columbia River—Light structures rebuilt and lights relighted...

SCENIC TRAIL STARTED

ROAD FROM COLUMBIA HIGHWAY TO FOLLOW EAGLE CREEK.

Distance Will Be 12 Miles and Forest Service Will Rush Work, Though Some Is Very Heavy.

Workmen were started last Thursday on the task of building a trail up Eagle Creek from the crossing of that stream by the Columbia River Highway...

MARINE INTELLIGENCE.

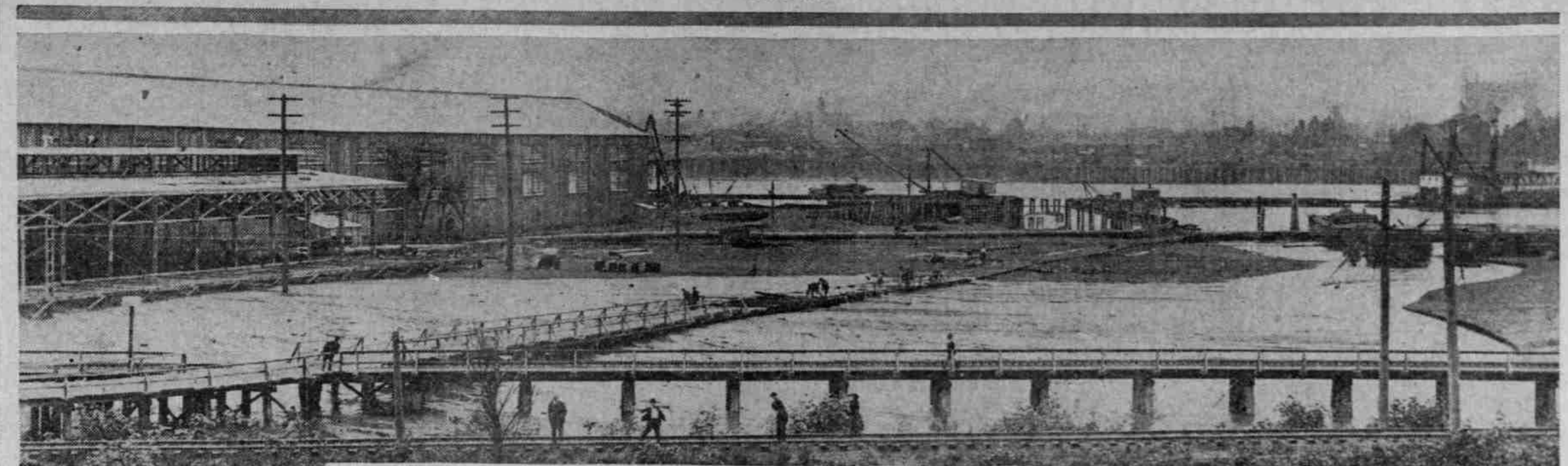
Steamer Schedule.

Table with columns: Name, From, To, Date. Lists various steamers and their routes.

Marine Notes.

As the Breakwater made Coos Bay on the way north from California harbors yesterday she is looked for in the river today.

CONCRETE EVIDENCE GIVEN PORTLANDERS OF MOST IMPORTANT MOVEMENT BEING CARRIED OUT IN RE-ESTABLISHING CITY'S PRESTIGE AS A SHIPBUILDING CENTER.



SCENE AT NEW STEEL SHIPBUILDING PLANT AT FOOT OF SHERIDAN STREET.

GRAFT READY SOON

Addition to "Daisy" Fleet to Be Launched at Hoquiam.

3 VESSELS NOW ON WAYS

New Freeman Boat Will Be Steam Schooner for Lumber Trade.

With Carrying Capacity of 1,200,000 Feet.

HOQUIAM, Wash., May 20.—(Special.)—Within a few days the latest addition to the fleet of the S. S. Freeman Company, of San Francisco, will be launched from the ways of the Matthews' Shipbuilding Company in this city.

Though no definite announcement has been made by G. Frazier Matthews, head of the company, it is expected the keel of another vessel, possibly a motor-ship, will be laid at once and again there will be three vessels on the ways at the local shipyards at the same time.

Three vessels now are on the ways at the Matthews yards. They are the Freeman vessel, the Sierra, a motor-ship being built for the E. K. Wood Lumber Company, and the Hartwood, a steam schooner for the Hart-Wood Lumber Company, of Raymond.

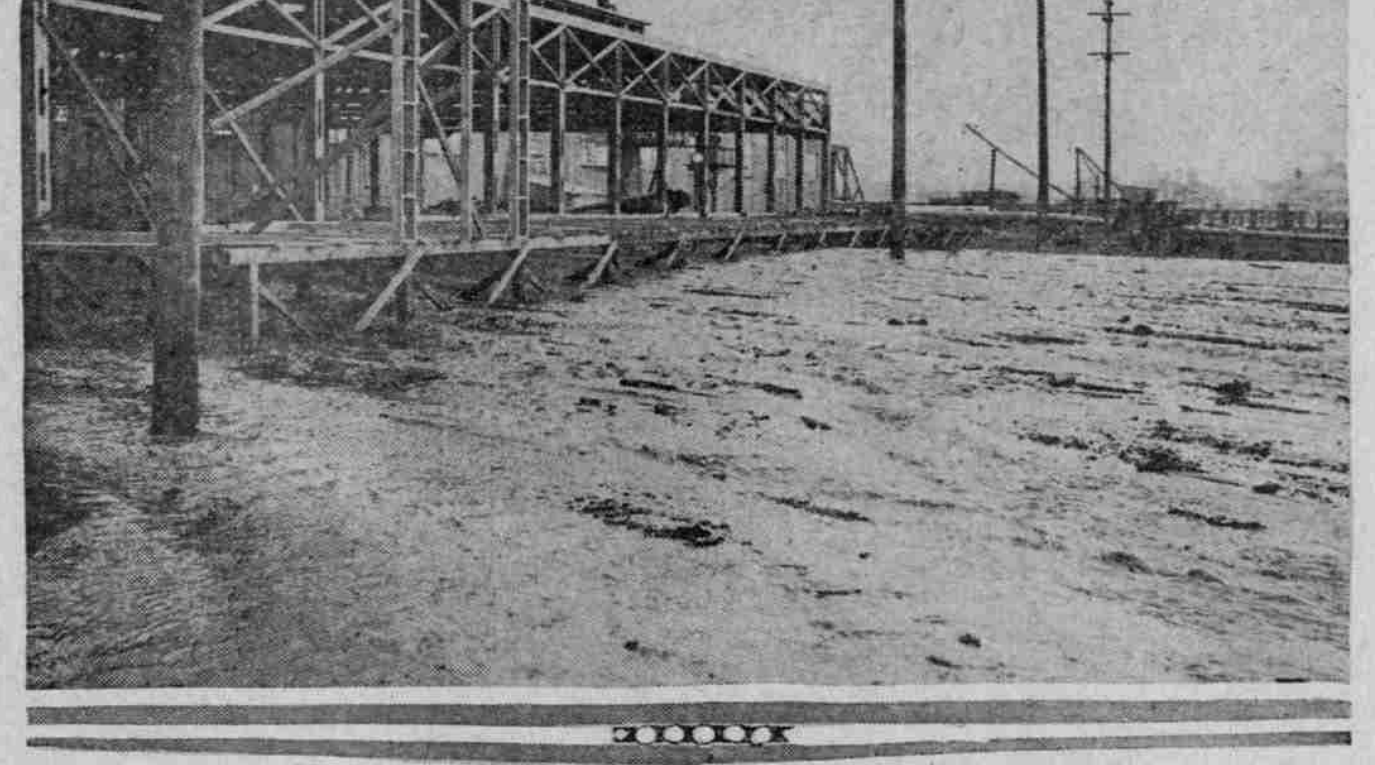
Work is rushed. Mr. Matthews has a force of about 100 skilled mechanics at work and construction of all three vessels is proceeding as fast as possible, consistent with good workmanship.

The Freeman ship will be 220 feet long, 25 feet beam and 15 feet depth of hold. She will be 225 feet over all, 42 feet beam and 14 feet depth of hold.

The Sierra, on which coaling now is in progress, will be the first motor-ship for the lumber trade ever built, either on the Pacific Coast, or anywhere else.

This vessel will be one of the most economical vessels to operate on the Coast. It is believed she is expected to burn from 25 to 30 barrels of oil a day, and will have tanks for 40 days' fuel.

The Hartwood will be a slater ship of the Avonian, built in the local yards four years ago for the Hart-Wood Lumber Company. She will be 215 feet over all, 42 feet beam and 14 feet depth of hold.



SCENE AT NEW STEEL SHIPBUILDING PLANT AT FOOT OF SHERIDAN STREET.

The North Pacific Steamship Company to Swayze & Hoyt, is that she is due at San Francisco June 19, from Yokohama and will then change owners, the price being \$250,000.

COOS BAY, Or., May 20.—(Special.)—The steamer Breakwater, arrived from the south at 6:30 this morning and sailed for Portland in the afternoon at 1, leaving here with 200 tons of freight.

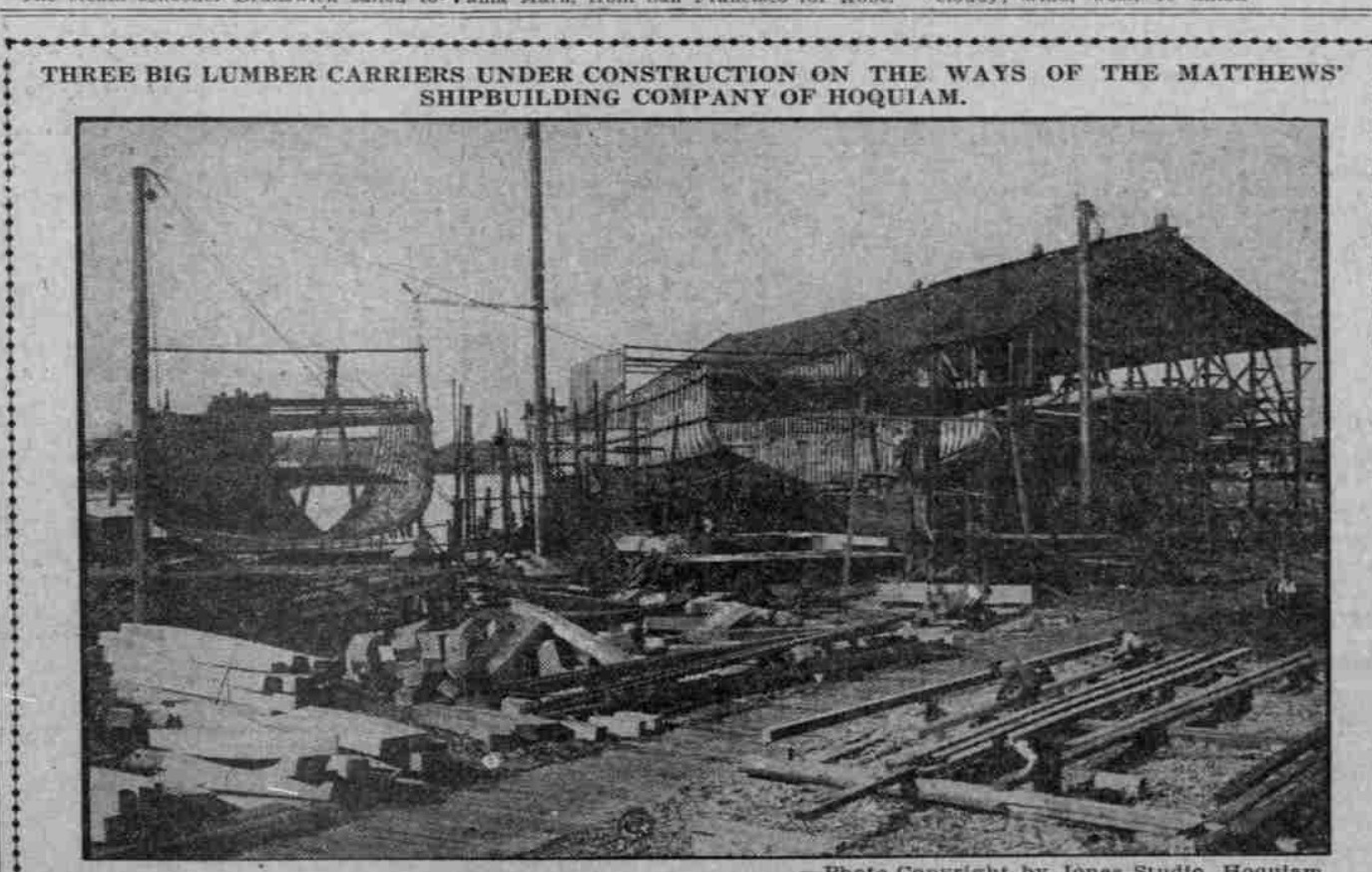
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LEFT TO RIGHT—THE HARTWOOD, THE SIERRA AND THE S. S. FREEMAN VESSEL.

GRAIN SHIP IS SAFE

St. Michael Reports Arrival of Wiscombe Park.

TWO OTHERS YET AWAITED

Gezina and Pierre Antonine Are Among Carriers From Portland Due to Europe—13 of Fleet Submarine Victims.

Yet another of the Oregon grain fleet has made her way to the Azores, thereby relieving suspense as to her safety, she being the British ship Wiscombe Park, which reported at St. Michael Thursday after a run of 151 days.

The Wiscombe Park towed out of the Columbia River December 19 and departed for the Azores, the early departure is yet to be heard from—the Norwegian bark Gezina, which sailed December 13 for Queenstown or Falmouth.

The British bark Galgate was started from the Columbia January 4, and her loss by submarine attack May 6 was reported soon after, though no report has yet been made on the French bark Pierre Antonine, which left the river on the same day, and a race was talked of between them.

Up to date 13 of the Columbia River grain fleet have been targets of war vessels, though of the number the French bark Gezina is known to have been captured and is being repaired, while the fate of the Japanese steamer Hokoku Maru is not definitely known.

Loss of ships and cargo has been the principal factor in the decline of the British bark Inverlyon, part of the crew being lost; then the Galgate, which resulted in the death of Captain Griffiths, and the French bark Pierre Antonine, which is reported to have been in a boat with 13 of the crew that has not been reported reaching land.

Several masters have made statements that usually the German submarine commanders insist on a prompt abandonment of the ships, five minutes being allowed by some, and personal belongings are not permitted to be taken in the small boats, and loss of crew has followed.

Willy Gilbert, of Bergen, Norway, purchaser of the fourth steamer contracted for by Harnpevig & Johnson, of New York, to be built by the Northwest Steel Company and Willamette Iron & Steel Company here, has designated the ship to be named after him.

The first two steamers, Lauritz Kloster and Ellen Kloster, were bought by Lauritz Kloster, of Stavanger, Norway, to be named for himself and wife, and the third is for Peter Kleppe, of Bergen, to be of the same name.

When the dredge Willamette pumps the last material ashore next week for the fill, work will be started immediately on the four ways, piling being driven for the foundations, said J. B. Howles, president of the Northwest Steel Company, yesterday.

"Bills of lading covering the steel for the first two steamers have been received, and the material is on the ways, and that for the third should be here in July, and for the fourth when needed. The new buildings, other than the mould left now under way, will be begun next week, and there will be virtually a duplicate of the present plant provided. There will be an auto-lift, riveting and bolt machines, all stalled, and similar modern equipment for the work.

The steel structures are to be turned out as slater ships, from identical plans and specifications, being 423 feet long, 25 feet beam and 15 feet depth of hold. As soon as the hulls are launched they will be towed to the plant of the Willamette Iron & Steel Company, where they will be fitted out with machinery.

The vessels are to be delivered in 10, 12, 15 and 18 months, and while all energies will be centered from now on in getting them started and kept going, there is every reason to expect more contracts to be closed, and thereby Portland will again be made one of the Pacific Coast centers for steel construction.

COAST TRADE TIE-UP FORESEEN. Closed Shop Must Be Granted to Longshoremen, Is Prediction.

ABERDEEN, Wash., May 20.—(Special.)—That the Pacific Coast shipping industry will be "tied up" as tight as it can be, unless the stevedore companies grant the longshoremen a closed shop, was the statement made here today by J. J. Martin, vice-president of the International Longshoremen's Association.

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SHIP OWNERS RAISE WAGES. British Columbia Companies Announce Offer to Union.

VICTORIA, B. C., May 20.—Steamship companies engaged in British Columbia coastwise service today decided to grant an increase of \$5 a month to quartermasters, winchmen, able seamen and firemen, effective at once and continuing for seven years.

The lines affected include the Canadian Pacific, the Grand Trunk Pacific, the Union Steamship Company, the Vancouver-Portland-Comen Company and several lumber mills and tugboat companies. Under the new schedule quartermasters will receive \$50 a month, able seamen \$50 and firemen \$60 a month.

Vessels Cleared Yesterday. American steamer Multnomah, general cargo, from San Francisco. American steamer Coaster, 950,000 feet of lumber, from San Francisco. Gasoline schooner Della, general cargo, for Newcastle.

Tides at Astoria Sunday. High at 10:20 A. M., 1:20 P. M., 4:45 P. M., 7:55 P. M. Low at 5:55 A. M., 8:55 A. M., 12:05 P. M., 3:05 P. M., 6:05 P. M., 9:05 P. M.

MARINE ENGINEERS MEET

BENEFICIAL ASSOCIATION OPENS ANNUAL SESSION HERE.

Wage Scale Increase and Question of Overloading Vessels Are Matters Taken Up.

Details involving changes in the wage scale that might be considered by the Marine Engineers' Beneficial Association will not be publicly known until Tuesday or later.

Delegates from San Francisco are Mr. Carroll, John McCauley, and from Seattle W. B. Jackling, D. J. Miller and William Farr, Astoria being represented by Frank Dalthe and Portland by T. B. Houston, John Mathers, William J. Kilbride and George P. Goodell, the latter being the permanent secretary of the Portland branch.

It had been reported that an increase of 10 per cent would be made in the wage scale, but it is averred that it was discussed yesterday only in a general way. Another matter forecasted last week was that of alleged overloading of vessels, the Roskoche being the most recent point of contention, the holding bearing on that is said to have come up yesterday.

The engineers will continue their session today, and perhaps the annual meeting will not be adjourned until the middle of the week, depending on how rapidly these matters are disposed of.

Summer School to Open June 12.

CENTRALIA, Wash., May 20.—(Special.)—A record attendance is expected at the 15th session of the Centralia Summer Normal School, which is conducted as a branch of the Ellensburg normal, and which opens June 12. J. M. LeDuc, superintendent of local schools, has received many inquiries from prospective Summer normal students. The course of study this year will be enlarged and the faculty will be twice as large as that of last year.



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