L'AIGLON LAUNCHED AT PENINSULA YARD

Mrs. Charles King, of New York, Is Official Sponsor for Fourth Ship to Dip.

CROWD ON HAND IS BIG

W. P. La Roche Declares Work of Shipbuilding Will Form History of State—Three of Eight Government Ships on Ways.

Hands across the sea were stretched yesterday when an American-built ship was named L'Aiglon, the French word for eagle, the National bird of the United States and which was the emblem of the French under the Bonapartes.

Mrs. Charles King, of New York, official sponsor for the vessel, which was launched at 4 o'clock at the Peninsula Shipbuilding Company's property, received a signal honor in that she not alone christened the L'Aiglon, but had selected the name as well.

To her, fresh from the bustling metropolis of the East, where all is agog through war preparations and where heart beats are quickened with every hour's details of the conflict across the Atlantic, the picture of the American eagle, spread for flight to the assistance of the gallant French was an appeal. So in her choice of titles for the hardy ship, which is soon to wend her way in Atlantic waters, none was regarded as symbolic of the new fraternity that has been cemented than that of the great bird, who has continuously stood as a sentinel in the free republic of the Western hemisphere.

Ship Is Fourth Launched.

And just as the eagle has advanced confidently to meet all emergencies wherein America was concerned, so did the L'Aiglon start down the ways precisely at 4 o'clock, when the signal was given and the barely audible words of the sponsor: "I christen thee L'Aiglon," were emphasized with the crash of a ribbon-bedecked bottle of loganberry juice.

It was the fourth of the Peninsula's ships to take a dip and at no plant has such a ceremony been more successful. Not a hitch was there. Gathering momentum as she neared the water, smoke rose from the heavily-greased ways and amid a cloud of it the big, wooden hull was water borne, riding just as gracefully as her namesake soars.

It was an event witnessed by many and was staged under the direction of the Chamber of Commerce, with municipal and state officers in attendance. It drew scores who had not before seen a deep waterman make the initial run. Men of the shipyard, mill and manufacturing plants left their work to see the start.

W. P. La Roche Is Speaker.

Preceding it W. P. LaRoche, City Attorney, on behalf of Mayor Baker, spoke of the importance of the affair, not solely as to the completion of the hull, but that it meant the last private contract was off the ways and in its place tomorrow will rest the keel of the fourth Government steamer, one of the hundreds being worked on throughout the country today that are rated as valuable and as essential as amunition for the forces in the trenches, for they compose the answer to the manacing German submarine combat.

Mr. LaRoche said:

Portland is deeply grateful for the work that is being done in this yard and like yards that have been established following this pioneering enterprise within the corporate limits. It has meant to us something that we need most in all the world—a payroll. A payroll where the wages received were quite remunerative, where the people find stability of conditions, or that has the encouragement to establish home life and rear families, is of the greatest advantage to all municipalities.

I am frank to confess to you that in Portland there has been too little of the permanent payroll. There has been too much of the transitory or temporary class of work. There has been too many of the population dependent upon that class of effort which is not founded upon fundamental principles of commerce and industry.

Portlanders Finance Work.

This institution here was hailed, when it commenced operations, as the father of a new order. It was financed by Portland people, managed by Portland people, and operated by Portland people. That was the first thought in the new order of great importance. It was to build ships that were to be partly owned in Portland and operated out of Portland to serve Portland and the state of Oregon. That was the second great thought that marked the value of this enterprise to the community. It was to provide the means for inauguration of shipping service for the city of Portland and the state of Oregon; a shipping service that would find a market for the products of this city and state and would bring the commerce of the world, borne on the high seas, to the city and state.

These three most vital thoughts were within the mind of the founder of this company, F. C. Knapp, and his colleagues, who have joined him in the investment. These three thoughts are of the higest order and moment in Portland today. They will, in the coming years, prove to be recognized in a greater measure than they are now.

Work Regarded as Important.

I would not be surprised if, when the most important part of Portland's history is written, it would not be along the lines of who located the first lands on the banks of the Willamette, where the city now stands, or who coined the coin that gave the name to the city, but it would be a history of such work as was undertaken here by Mr. Knapp and his colleagues.

I would not be surprised if our children were reading in much more detail and with a great deal of more interest of the work that has been undertaken in this plant than we ourselves have studied the same. I make the prophecy that when the city comes to its own, recognizing its possibilities in industry and commerce, particularly the sea-going trade of the world, that this work that we have seen done here and that which has followed it, will have the very highest place in the mind of the historical writer.

Eight Government steamers are to be built. Three are already under way, one being frame and the others are well along, while with the fourth started tomorrow there will be a rush until the first is afloat. They are 287 feet long over all, 267.8 feet on the keel, with a beam of 48.8 feet and depth of hold of 27.6 feet. All will be equipped with Parson turbine engines.

F. C. Knapp, president of the company, made his first announcement of the shipbuilding enterprise April 29, 1916. Then not a spadeful of earth had been turned on the site. Today it is one of the most complete marine shops in the country. Four ways available will soon be augmented by two others. The floating of the fourth auxiliary schooner drew for Mr. Knapp congratulations from all sides yesterday. Also did Theodore Kaudson, superintendent of the yard, come in for his share of felicitations as he has been in charge since the first keel was laid.

Probably no more enthusiastic spectator was there than Charles King, of the New York firm of Tams, Lemoine & Crane, naval architects, who are Eastern agents for the Peninsula. He stood near his wife when the christening took place, and, before the ship had gotten a good start, he leaped and caught hold of the ribbon streamers supporting the bottle of loganberry juice, retaining them for Mrs. King as souvenirs.

NEW YORK WOMAN CHOOSES NAME AND CHRISTENS PORTLAND SHIP THAT WILL SHORTLY GO INTO ATLANTIC OCEAN TRADE.

MRS. CHARLES KING.

RIFLES ARE SHIPPED

Annie Larsen Cargo Is Taken From Grays Harbor.

HISTORY IS LIKE ROMANCE

Secret Movement of Arms Regarded as One of Lesser Events of German Intrigue Against American Government.

HOQUIAM, Wash., July 21.—(Special.)—With the shipment completed of the cargo of Springfield rifles, revolvers, ammunition and accoutrements brought here two years ago by the schooner Annie Larsen, the Grays Harbor history of this mysterious shipment of arms has been brought to an end. Also it is probable the cargo will be broken up into small lots and the incident of the Annie Larsen will pass into history as one of the lesser events of the intrigue which preceded the declaration of war on Germany.

The only thing that will remain to remind people of the Annie Larsen incident will be the arms held by the Home Guard organizations of Hoquiam and Aberdeen. One hundred of the rifles from the Larsen cargo are owned each by the Hoquiam and Aberdeen companies.

German intrigue marks the history of the Larsen's cargo, which began more than two and a half years ago, about the time that Foreign Minister Zimmerman was laying his plans for a Mexican war on the United States.

Guns Sent Many Directions.

The guns, old models of Springfields, were bought in Kansas City, were shipped to the Atlantic Coast and then by a circuitous route to San Diego, where they were loaded on the schooner Annie Larsen, ostensibly consigned to a dealer at Topolobampo, Mexico. Outside the three-mile limit a supercargo, who had come aboard the ship just before she left port, took charge and ordered the course laid for a barren island off the Mexican coast. The Larsen laid at the island for several weeks, and, running short of water, was sailed to Mazatlan, Mexico, where she was seized by the faction then in control in that city.

She was permitted to leave the harbor through the intervention of American officials and returned to the barren island, where she remained for several weeks, waiting, so the supercargo, who gave his name as Page, told the captain, for the arrival of a steamer to which the cargo was to be transferred. The steamer did not arrive and the captain decided to return to port. Page would not return to San Diego or permit the ship to put in at San Francisco, so she headed for Grays Harbor, arriving at Hoquiam July 3, 1915.

Agent Allowed to Escape.

As soon as they learned the nature of the Larsen's cargo, Federal officials took charge of the vessel, placing Supercargo Page under arrest on the ship. A Deputy Sheriff was put on the boat as a guard for Page, and he permitted the man to escape a few nights later. Page got ashore where an auto was waiting for him, and was taken to Seattle, whence he disappeared.

The cargo of arms, after a few weeks, was placed in storage in Aberdeen, where it remained until this Spring, when it was ordered sold by the Federal Court to satisfy claims of various kinds. It was purchased by W. S. Kirk, a dealer in old arms and discarded Government supplies. About that time war was declared and Mr. Kirk was not permitted to dispose of the guns except to buyers approved by Government officials. A considerable portion of the 4000 rifles of the original cargo have been sold by Kirk.

RIVERS SURVEY IS COMPLETED

North and South Coos Data to Be Used in Government Work.

MARSHFIELD, Or., July 21.—(Special.)—The United States Engineering crew, under Walton Haydon, has completed the survey of North and South Coos rivers, for data for use in Government work of deepening the channels and removing snags. The crew now has orders to start its next work on the Umpqua River and to conduct a thorough boring survey on the Umpqua River bar near Winchester Bay.

The launch Queen has been equipped with apparatus to accommodate the boring and will be used for the work. The launch is provided with a pump to be operated by a gasoline engine. Fog has retarded the commencement of the job, both the Coos Bay and Umpqua bars having been obscured practically continuously for the past week. The survey on the Umpqua is expected to occupy about six weeks.

BOARD OPENS NEW OFFICE

Emergency Fleet Corporation Has Much Business in New Ships.

Attractive with new furnishings, the Oregon headquarters of the United States Shipping Board Emergency Fleet Corporation has been opened in the Oregon building, and L. J. Wentworth, Oregon representative for General Goethals, held forth there yesterday.

There will be a full office force and Mr. Wentworth will spend a portion of each day at the office, reserving the rest of the time for the transaction of his own business as president of the Portland Lumber Company. More contracts are being awarded yards in this district, although details are withheld from the public, and the mass of labor resulting from the business has made the responsibilities of Mr. Wentworth truly a man-sized job.

FILL MAKES SANDY BEACH

Citizens and Soldiers Find Swimming Place in Industrial Center.

Adjoining the North Pacific mill on the north is a sandy beach, made when a fill was finished on the mill property, and that is the mecca these days of Portlanders in that vicinity who have not the wherewithal for a sojourn along the shores of the Pacific.

Soldiers doing duty nearby were there in numbers yesterday, while another section was utilized by women and children. As long as the freshet waters hold on, it is not unattractive for swimming, although it will be less desirable as the high water drops. Other than at resorts, there are few places within the corporate limits where swimming is to be indulged in without many discomforts.

WILLIAM F. DAMERT DIES

Well-Known Steamship and Railroad Man Ill for 21 Weeks.

After an illness of 21 weeks, William F. DaMert, cashier at Ainsworth dock until compelled to relinquish the duties, died early yesterday at the Cambrian Apartments of heart disease. The funeral is to be from Finley's at 10:30 tomorrow, with services by Rev. L. R. Dyott, pastor of the First Congregational church. Mrs. Robert Clark will sing.

Mr. DaMert was a former director of the Portland Transportation Club, and had been a resident of Portland 20 years, being employed before that with the Great Northern Railroad at St. Paul, Minn. He was born at Lena, Ill., February 22, 1872. Besides the widow, Mrs. Sarah M. DaMert, he leaves a 12-year-old son, Frederick. The deceased's mother, Mrs. Elizabeth DaMert, and a sister, Miss Harriet DaMert, reside at Lena, Ill., and another sister, Mrs. M. A. Reet, lives at McMinnville.

"SMOKES" TAKEN TO FRANCE

S. Elliott Finch Fortified for Trip Abroad by Colleagues.

Dispatches from the French front last week conveyed word that the American "Sammies" holding forth there found European cigars not to their liking, expressing a strong preference for the weeds rolled in this country. That was the reason attaches of the Second Portland District, under Colonel Zinn, Corps of Engineers, U. S. A., presented a box of "two-fers" yesterday to S. Elliott Finch, voucher clerk in the office, who has been selected to undertake similar work in France.

The presentation was made just before the office closed for the week-end and it was a farewell by the co-workers with whom Mr. Finch has been associated several years. It is said he will be assigned to one of a number of engineer bases to be established behind the lines, and, as he was in the service during the Spanish-American War all will not be new to him.

PAYROLL WILL GROW

ESTIMATES ARE THAT 8000 MEN WILL WORK ON STEEL SHIPS.

Forces at Northwest Steel and Columbia River Shipbuilding Corporation Plants Now Number 3000.

Estimates are made that 8000 men will be engaged here in steel shipbuilding plants alone by January 1. The force at the Northwest Steel Company and Columbia River Shipbuilding Corporation is about 3000 men now, while 800 are at the Willamette Iron & Steel Works, and the Albina Engine & Machine Works, which is rapidly getting into swing, will have 600 more.

At the semi-annual convention of the Metal Trades Council of the Pacific Coast, held in Portland in June, a resolution was passed requesting the Government to exempt from Army duty, under the selective draft movement, all shipworkers. This, it is believed, will be done. Each vocation is weighed as equally important in the war now on.

Henceforth the predominant influence in shipyards promises to be that of the Federal authorities. Reasoning that ships must be turned out with the utmost speed, delays are not to be brooked. The Government has assured builders accepting contracts that steel and machinery will be hurried from maufacturing plants to their yards with dispatch.

TRADE ROUTES SHIFTED

BRAZIL TRANSFERRED FROM NORWAY TO ORIENT RUN.

Other Vessels of Line Also Are Expected to Be Diverted on Amount of Food Embargo.

SAN FRANCISCO, Cal., July 21.—(Special.)—Trade routes are being shifted by reason of the United States embargo on foodstuffs to neutral countries of Europe.

The Norway-Pacific line has abandoned all hope of getting a license to carry freight to Norway and other Scandinavian countries as heretofore and has chartered the motor ship Brazil to Puget Sound parties to take a cargo to the Orient and return. It is expected other vessels of the line will be diverted to the Orient trade.

The hot weather inland and the smooth seas outside are combining to divert much railroad travel to the coast steamships. The Pacific Steamship Company's steamer President and the Great Northern Pacific Steamship Company's steamer Great Northern were taxed to capacity today on leaving for northern ports. All the passenger accommodations were taken long in advance.

EIGHTH VESSEL DELIVERED

M. R. Sandler Praises Ships Under Construction at Portland Yards.

When he landed here the other day in charge of guarantee engineers who made the run from the Golden Gate on the Cunarder War Monarch, M. R. Sandler, foreman of the Union Iron Works at San Francisco, delivered the eighth steel deepwaterman that plant has completed.

The War Monarch, he says, made 10½ knots on the way from San Francisco until she ran into a seasonable northwester and, being light, she made slow time of it. In the river, however, against a strong freshet current, she did 10½ knots, so she rates with the best of her type. Mr. Sandler is naturally interested in shipbuilding and his inspection of Portland yards has prompted flattering comment. He thinks the wooden vessel decidedly staunch and says the class of construction undertaken guarantees stability and seaworthiness.

SINALOA TO REPAIR IN SOUTH

Steamer Saved From Beach to Be Towed to San Francisco.

That the Norwegian steamer Sinaloa, floated from the beach at Cape Blanco Friday, is bound for San Francisco to be repaired, was reported here yesterday. She was taken to Port Orford to be prepared for the sea trip and the understanding is that she will leave there tomorrow for the south.

One reason assigned for not bringing the steamer here, as first planned, is that it is desired to avoid towing her against the northwester on along the Coast. The tug Oneonta is standing by the Sinaloa and will be used to take her down the Coast. As she will be with the wind good weather will be made of it. Several plates are to be replaced in the hull of the ship and probably a frame or two strengthened or replaced.

Federal Dredge to Move.

MARSHFIELD, Or., July 21.—(Special.)—The Government bucket dredge, operated to this time on the Coquille River and recently between Coquille and Myrtle Point, is to be brought to Coos Bay for service on Coos rivers, where several shoals are to be dredged. The tug Klihyam will tow the craft from the Coquille River port to Coos Bay as soon as the dredge is made ready for sea.

RIVER AND RAIL ONE

In Matter of Nation's Defense Competition Is Forgotten.

INLAND EMPIRE TO BENEFIT

Significant Statement Made by Chairman of Railroad Board to Committee on Inland Waterway Transportation.

OREGONIAN NEWS BUREAU, Washington, July 21.—(Special.)—A statement signed and issued by Fairfax Harrison, chairman of the railroad board, Council of National Defense, indicates that the time has arrived when an actual and substantial commerce can be developed on the Upper Columbia River, with the aid of the railroads, and the encouragement of the Council of National Defense. The statement, addressed to General Black, chairman of the committee on inland waterway transportation, in part says:

That the railroads will welcome any practicable water transportation and are prepared to co-operate cordially with responsible persons or corporations who may provide such water transportation by the exchange of traffic, the assurance of joint through bills of lading, and, if necessary, where conditions justify it, by joining the water carriers in the building of tracks to connect the railroads with the wharves and landing of water carriers. Faithfully yours,

(Signed) FAIRFAX HARRISON.

Movement of Crops Planned.

It is to be inferred from this statement that while the Council of National Defense, and its various committees, are not favoring the building of Government vessels to handle inland waterway traffic, they are favorable to giving support and encouragement to private capital that will build steamers, barges, etc., for handling this business. It has been pointed out by men who have been studying the transportation system in the Northwest that development of commerce on the upper river would relieve the railroads to a material degree, and leave them freer to handle through freight, especially if the river is made the medium for transporting the crops of the Inland Empire to tidewater and for transporting inland the supplies which that country buys at Portland and in other Coast cities and now ships by rail.

Feeder Railroads Might Follow.

The suggestion advanced by the railroad board goes directly to one of the obstacles that has stood in the way of the development of inland commerce on the Columbia; it proposes a method by which feeder railroads can be built to the river, thus providing facilities for getting the big crops of the Inland Empire to the docks along the Columbia. And the railroad board, which is authorized to speak for all the railroads of the country during the continuance of the war, is in a position to bind the Northwestern railroads on this very proposition.

Before the matter can take concrete shape, so far as the Pacific Northwest is concerned, the board must have some definite assurance that boats will be provided, in case the railroads themselves build feeders leading to the river. It must also have some assurance that the farmers of the Inland Empire will ship by water, if given the facilities. With this much in hand, the board is then in a position to direct the building of feeders. Once a river commerce is developed Congress will be disposed to proceed with the development of the Upper Columbia and Snake Rivers. But while the commerce remains inconsequential further appropriations are going to be hard to get.

SEALS NUMEROUS IN RIVER

Many Foes of Fish Are Killed by Game Warden at Astoria.

ASTORIA, Or., July 21.—(Special.)—Deputy Fish Warden Larson reports immense numbers of seals in the river at the present time and yesterday he killed between 40 and 50 of them at Green Island.

These seals are worthless, and in addition are a great pest, as they destroy large quantities of salmon.

Marine Notes.

In the service of the Yellow Stack line, the steamer Oregon is plying on the Portland-Salem route. The Grahamona has been assigned the task of towing barges, loaded with donkey engines and other construction equipment to Salem for Robert Wakefield, who has a contract for building a bridge there. The steamer leaves today with the first barge.

It is reported on the waterfront that before the O.-W. R. & N. will seriously consider offers made for leasing Ash-street dock a survey is to be made of the property to determine whether repairs are necessary.

Arrivals yesterday included the Emerald line steamer Breakwater, of which Captain Louis Nopander, former master of the steamer Bear, is in command. The turbiner Northern Pacific, Captain Hunter, sailed yesterday for the Golden Gate.

Pacific Coast Shipping Notes.

ASTORIA, Or., July 21.—(Special.)—The steamer Northern Pacific sailed today for San Francisco carrying 1232 tons of general freight and 360 passengers. Among the passengers were nearly 100 members of the Spokane and Portland Ad Clubs.

The steam schooner Daisy Putnam shifted during the night from Westport to Knappton, where she will finish loading lumber.

The Dutch steamer Soerakarta is due from San Francisco. She is to load 1,500,000 feet of lumber at the Hammond mill and will complete her cargo in Portland.

The steam schooner Westerner sailed today for San Francisco carrying a full cargo of lumber from Portland.

With a full cargo of lumber from the Hammond mill the steam schooner Flavel sailed this afternoon for San Pedro.

The steamer Breakwater arrived this mroning from San Francisco, via Eureka and Coos Bay, bringing freight and passengers for Astoria and Portland.

ABERDEEN, Wash., July 21.—(Special.)—The steamer Robert Sudden arrived this morning and is loading at the Aberdeen Lumber and Shingle mill.

The steamers Svea and Helen cleared today for San Francisco, the former from the Wilson and the latter from the Hulbert mill.

COOS BAY, Or, July 21.—(Special.)—The steam schooner Yellowstone sailed for San Francisco with lumber from North Bend.

The gasoline schooner Rustler sailed with a salmon cargo from Rogue River for Astoria.

The steam schooner Bandon, which shipped a cargo of poles at Marshfield, sailed for San Francisco.

SEATTLE, Wash., July 21.—(Special.)—Included in the cargo of the steamer Shidzuoka Maru, which arrived today, was a large quantity of silk, most of which is destined for San Francisco, and valued at $1,193,000.

When the steamer Umatilla left for Nome she had freight stowed in every conceivable part of her except the cabins of first-class passengers, of which there were 50. Two hundred tons of mail destined for Yukon points were stowed in the steerage of second-class quarters, while 200 more tons of fresh vegetables were placed on her decks.

The Peruvian bark Belfast, operated by the W. R. Grace Company, arrived to load lumber at Bellingham for the West Coast.

A rumor current on the waterfront that the 12,000 employes of Seattle shipbuilding plants would walk out Monday in sympathy with the streetcar men is denied by both the builders and the officials of the shipbuilders and Metal Workers' unions. However, a general strike among these workers is likely to be called August 1, when the present working agreement expires.

Movements of Vessels.

PORTLAND, July 21.—Arrived—Steamer Breakwater, from San Francisco, Eureka and Coos Bay; tug Wallula, from Astoria.

ASTORIA, July 21.—Sailed at 6 A. M.—Steamer Westerner, for San Francisco; at 1 P. M., steamer Flavel, for San Pedro; at 2 P. M., schooner Expansion, for Hilo; at 2:45 P. M., steamer Northern Pacific, for San Francisco. Arrived at 2 and left up at 3:30 P. M.—Steamer Breakwater, from San Francisco, Eureka and Coos Bay.

SAN FRANCISCO, July 21.—Arrived at 10 A. M.—Steamer Daisy, from Columbia River. Sailed at 11 A. M.—Steamer Great Northern, for Flavel; at noon, steamer Klamath, for Columbia River.

ASTORIA, July 21.—Arrived at 11:10 A. M. and left up at 7:15 P. M.—Barge No. 91, tow of steamer El Segundo, from El Segundo.

SAN FRANCISCO, July 21.—Arrived at 3 P. M.—Steamer Great Northern, from Flavel.

COOS BAY, July 21.—Sailed at 6 P. M.—Steamer Breakwater, for Portland, from San Francisco.

SEATTLE, Wash., July 21.—Arrived—Steamer Redondo, Southeastern Alaska. Departed—Stearmers, Oleum, Port San Luis; Umatilla, Nome; Queen, San Francisco; U. S. A. T. Crook, Anchorage.

U. S. Naval Radio Reports.

GREAT NORTHERN, San Francisco for Flavel, off Blunts Point.

MULTNOMAH, San Francisco for Tacoma, three miles south of Blunts Reef.

PRESIDENT, San Francisco for Seattle, 40 miles from San Francisco.

ADELINE SMITH, Coos Bay for San Francisco, 45 miles from San Francisco.

Steamship ERNEST H. MEYER, San Francisco for Portland, 40 miles from San Francisco.

Steamship KLAMATH, San Francisco for Portland, 65 miles from San Francisco.

Tides at Astoria Sunday.

High.	Low.
2:13 A. M.....7.7 feet	9:06 A. M.....0.2 feet
3:14 P. M.....7.4 feet	9:24 P. M.....2.8 feet

FAIR RULES ARE STRICT

NO QUESTIONABLE ENTERPRISE TO BE TOLERATED AT SALEM.

All Games of Chance and Intoxicants Will Be Barred and All Prices Must Be Posted.

SALEM, Or., July 21.—(Special.)—The State Fair Board has unequivocably put its foot down on any questionable practices, such as games of chance or any moves toward extortion, fraud or other questionable enterprises at the State Fair this year, according to a statement made today by A. H. Lea, secretary of the fair board.

He declared that the rules which have been laid down will be enforced to the letter.

"The superintendent of concessions will be instructed to take every precaution to guard against extortion in any form, and whenever he reports to the board that any concessionaire has violated this rule his money will be forfeited and he will be expelled from the grounds," stated Mr. Lea today. "As a further precaution the board also will require that all concessions post in a conspicuous manner at the front or entrance of their place of business a sign showing the price of all meals, lunches, drinks or other foods or articles offered for sale.

"No games of chance will be tolerated on the grounds," continued Mr. Lea, "nor will privileges for enterprises of any questionable nature be granted. The rules will forbid absolutely the bringing of intoxicants of any character onto the grounds, and the police will be instructed to keep a vigilant lookout for violations of this rule, and to arrest any and all violators.

"Neither will smoking be permitted inside any of the buildings on the grounds."

HOTELMEN IN SESSION

PARTY LEAVES ROSEBURG FOR MEDFORD AND CRATER LAKE.

First Day of Session by Oregon Association Is Featured by Automobile Trip and Picnic.

ROSEBURG, Or., July 21.—(Special.)—Breakfast as a guest of W. J. Weaver, proprietor of the Umpqua Hotel, an automobile drive through the picturesque garden valley district, luncheon on the banks of the North Umpqua River at Winchester, and a business meeting today, comprised the programme for the first day's sessions of the semi-annual convention of the Oregon Hotelmen's Association held here.

The hotelmen and their wives arrived by special car. Mr. Weaver was in personal charge of the elaborate breakfast.

No business of great importance was transacted, according to F. W. Beach, of Portland, who is acting as publicity agent for the party. The excursionists left here tonight for Medford and Crater Lake, where the closing sessions of the convention will be held. Among those who attended the convention were A. R. Lundberg and wife, of the Benson Hotel; Fred Block and wife, formerly of the Pendleton Hotel; Victor Brandt and wife, of the Carlton Hotel; Mrs. C. C. Horn, of the Weldon Annex Apartments, of Portland; Bert Westbrook, of Albany; W. W. Osborn, of Eugene; Gene Good, of Pendleton; E. H. Hess, of Los Angeles; F. W. Beach, secretary of the association; M. K. Fleming, of the Multnomah Hotel; Richard W. Childs and wife, of the Portland Hotel; Edward H. Gowdy and wife, of Portland; C. A. Armsby, of the Southern Pacific Company, and J. A. Westerlund, of Medford.

FIRE FIGHTERS ARE NEEDED

Seventy Blazes Are Reported in Umpqua National Forest.

ROSEBURG, Or., July 21.—(Special.)—With fires raging in many parts of the Umpqua National Forest Superintendent Bartrum, of the Roseburg Forestry Offices, announced today that he was having much difficulty in obtaining men to help extinguish the flames. Mr. Bartrum had solicitors at work on the streets today, but only a few men could be found.

In addition to 70 fires in the National forest district, Fire Warden Landers reported late today that he had received reports of no less than 25 fires in Douglas County. Ten of these fires are said to be in the Camas Valley country, while eight other fires are in the vicinity of Perdue. There are also fires at Leona, Fall Creek, Tyee, Canyonville, Cow Creek Canyon and Brushy Butte.

Portland Man to Wed.

TACOMA, Wash., July 21.—(Special.)—Marriage licenses were issued here today to R. J. Cornell, Portland, Or., and Cora E. Schultz, Sumner, Wash; Herman Gehrke and Charlotte Dusing, both of Rainier, Wash., and William F. Hoover, Gate, Wash., and Mrs. Lillian Chambers, Centralia.

Phone your want ads to The Oregonian. Main 7070, A 6095.

SHIP MEN TO MEET

Important Action at National Gathering Forecast.

WEST TO BE REPRESENTED

Matters to Be Fathered at Washington Will Be Determined at Session of Pacific Coast Men in San Francisco Monday.

Highly important steps affecting the future of the American merchant marine are forecast for a Nationwide meeting to be convened at Washington, August 1, in advance of which Pacific Coast interests are to gather at San Francisco tomorrow to decide on certain presentations the Western slope will father.

Captain J. S. Gibson, of Seattle, head of the International Stevedoring Company, passed through the city yesterday on his way to attend the meeting within the Golden Gate, and it is expected W. P. La Roche, City Attorney, and an active member of the navigation committee of the Chamber of Commerce, will represent Portland, while President Corbett, of the Chamber of Commerce, will be on hand at the Washington sessions.

The gathering at the National Capital has been called at the instance of the Departments of Commerce and Labor and has to do both with enlarging and maintaining the merchant marine, as well as providing for all possible assistance in present construction and manning the ships after completion. The Department of Labor is understood to have special interest in the assembling of workers to speed building, also as to such organizations as are concerned in manning the vessels when in commission.

In view of the efforts making to train future deck and engineroom officers by the Government at Portland and all principal cities of the United States, the meeting at Washington is held to be of unusual significance and no doubt will lead to the early establishment of a nautical school here.

In the main the Pacific Coast delegation will be equally concerned as to legislation in prospect, also laws in effect, regulating the merchant marine. There are some who cling to the view that some modification should be authorized in existing laws to pave the way for providing abundant crews, also features that restrict owners in competition with foreign bottoms.

ARSON IS SUSPECTED

REV. G. R. DYE IS CLOSELY QUESTIONED BY INVESTIGATORS.

Owner of House Declares He Has Return Ticket to Mount Vernon, O. Prominent Attorney Engaged.

That the fire in the two-story residence at 1449 East Nineteenth street Friday night was of incendiary origin is now almost established, according to Captain W. F. Roberts, of the Fire Marshal's office, who investigated the case yesterday.

Rev. G. R. Dye, of Mount Vernon, O., owner of the house, was closely interviewed by Captain Roberts upon Rev. Mr. Dye's arrival in Portland. Captain Roberts took Rev. Mr. Dye to the scene of the fire. Rev. Mr. Dye suffered a sudden attack of illness, which interrupted the investigation, and asked to consult a physician at once.

It was later learned that he had retained a prominent attorney of the city. He told Captain Roberts that he had arrived in Portland from Mount Vernon yesterday morning and is said to have told Captain Roberts that he had a return ticket.

The fire started Friday night in five different parts of the house and a man was seen hurriedly leaving the scene a short time before the alarm was sounded by George Clark, of 1451 East Seventeenth street. The house was insured for $2500, according to Captain Roberts.

The Fire Marshal's office expects to make arrests in connection with the fire in a short time.

New Steamer on Maiden Trip.

Bound for Portland on her maiden voyage, the steamer Ernest H. Meyer passed out of the Golden Gate at 3:40 yesterday afternoon. She was built at St. Helens and is owned by the Broughton & Wiggins Navigation Company, composed of Portland men, and will be operated between the Columbia River and California in the lumber trade. Last week on her trial trip the steamer made a speed of over 12 knots an hour.

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