

COAST SHIPBUILDING COMPANY

Will Hurry Work.

OTHERS AIM TO SPEED UP

Early Delivery of Two Vessels to Government Proposed and Two More Are Under Way, With Further Contracts Held.

Beginning tomorrow one wooden plant, that of the Coast Shipbuilding Company, located at the foot of Woods street, will increase its working day from eight to 10 hours, that being the first yard in the Oregon District to put on more speed since 1915 was ordered in. Others have added to their forces by hiring additional skilled men, but the move of the Coast corporation is for a concerted gain of the entire business.

It is understood that Feeney & Bremer, of Tillamook, where as yet only one Government steamer has been contracted for, have applied to the Emergency Fleet Corporation for a license to work a 10-hour day instead of eight hours. Permission is expected to be granted shortly.

Some yards are preparing to extend their working days to 16 hours, employing a double crew. Whether the wooden plants will attempt to run in all departments has not been determined, but several of them contemplate using two shifts of eight hours each, which would mean a 16-hour day.

The fact that the days are lengthening slightly helps extend the hours of employment and, with the men paid overtime for the period beyond eight hours, it promises a neat gain for them each week over their former pay.

By advancing the time of starting work in the morning to 7:15 o'clock and continuing until 5 o'clock, reduction of cost is about 10 percent, we figure on making it a 10-hour day and believe that means we can have ready two completed hulls instead of one to the Government," said H. E. Pennell, manager of the plant yesterday.

"We have at present 425 men on the payroll, which is about 10 percent more than we were able to employ last year, so, being unable to expand our strength, it was necessary to obtain greater speed by adding to the day. It is satisfactory to the men, all of whom receive time and a half for the extra hours, while to us it means that much greater efficiency. The yard is lighted, so there will be no drawbacks from that score."

The company has four ships on the ways and holds contracts for as many more, and before the end of the year should have turned over its first tonnage.

COLUMBINE IN HOME WATERS

Captain Gregory Brings Ship Here to Have New Wheel Shipped.

To have a new propeller shipped on the Port of Portland drydock, the light-house tender Columbine is to be in the harbor today. The vessel, which was built by the Port of Portland and Astoria, Friday the vessel's wheel struck a submerged object and one or more blades were lost. It will be the first visit of the Columbine to Portland in about six years. She was detailed from this district to the Alaska district at that time to replace the tender Albatross, which was lost there. Following that service she was assigned to the Hawaiian Islands, while the Kukui, the regular tender of the Alaska district, was ordered to replace the Columbine in Alaska. With the completion of the tender Cedar for the Alaska district last year, the Kukui was ordered back to Honolulu station and the Columbine sent to the Coast once more. She is in command of Captain William Gregory, who has been in the service for a number of years.

PORTER SAVES STEAMER

DETAILS OF SUCCESSFUL SALVAGING ARE RECEIVED.

Mail Steamer Matanzas Goes on Rocks.

Tearing Large Hole in Hull, but Is Saved by Contractor.

Details of the successful salvaging of the New York & Cuban mail steamer Matanzas off the rocks near Halifax, N. S., January 2, under the direction of Johnnie E. Porter, of Portland, are contained in a description of the task in the January 2 issue of the Halifax Herald, a copy of which was received in Portland yesterday.

The big steamer went on the rocks at nearly the same point where the steamer Atlantic was lost with 247 lives in 1873. Mr. Porter, of Porter Bros. shipbuilders and contractors, hurried to the scene and took charge of the attempt to get the steamer back into deep water.

Soon after the accident a Canadian vessel hurried to the scene with Mr. Porter. Heavy ground tackle was used to prevent the ship from getting broadside on the rocks and the discharging of cargo from holds Nos. 1, 2 and 3 was carried on in a steady way until the pull of steamers supplied by the Canadian and United States Governments and the strain on the ground tackle took it into deep water. There was no great work in the hole in the bottom of the ship that the anchor cable and part of the cargo passed through as she left the ledge.

Three times during the progress of the work heavy weather caused all hands to leave the ship. This had to be accomplished in breech buoy. The intense cold added to the difficulties of the operation.

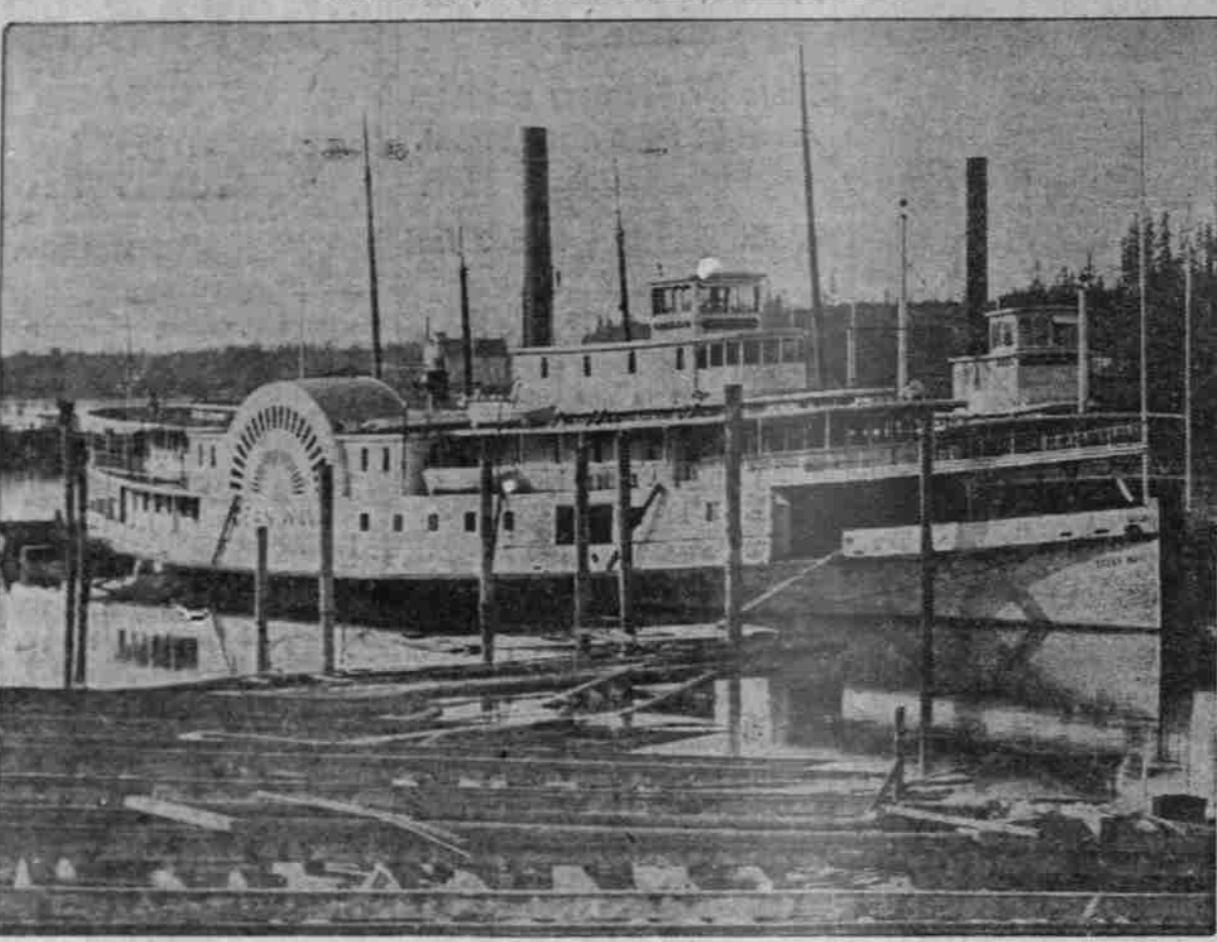
RIVER COMMITTEE MEETS

Port Commissioner Paves Way to Support Traffic Bureau.

Preliminary to meeting tomorrow with Captain E. W. Spencer and Captain W. H. Patterson, named with him as members a committee of the Port of Portland Commission to thoroughly investigate the matter of a traffic survey of the Upper Columbia and Snake River districts. Dr. C. O. Hays has met with the executive committee of the Portland traffic and transportation bureau. In a preliminary way the general problem of river traffic was discussed. After the Port committee decides on its recommendations, the Portland traffic and transportation bureau will be officially advised and then participate, also the Commission of Public Docks, in the execution of them.

The Port committee meets at 10 o'clock tomorrow morning at Mr. O'Reilly's office and will take up the steamboat features of the upper-river service. One of the principal improvements desired is on dock facilities and roads leading back from the river, as auto trucks and teams may be favored in handling shipments.

TWO STEAMERS THAT FIGURED IN STRONG COMPETITION HERE END CAREERS AT SAN FRANCISCO, WHEN STRIPPED OF MACHINERY.



SIDEWHEEL STEAMER OCEAN WAVE.

Through the sale at San Francisco of the steamer Ocean Wave, from the Santa Fe Railroad interests to Captain John Leslie, and of the machinery of the sternwheeler Telephone by the Western Pacific Railroad to the Port of Portland steamboatmen recalled the part those vessels played in some of the history of the river. The Telephone is what is known as the "new Telephone," as the first of the name, built in 1854, was burned in 1887 and rebuilt and was later dismantled. In 1903 the second was built and in 1909 was sold and sent to San Francisco, where she was changed somewhat and operated as a ferry. The Ocean Wave was built in 1881 by the Ilwaco Railway & Navigation Company to operate between Portland and Ilwaco, being in competition with the sidewheeler T. J. Potter, of the O.-W. R. & N. fleet. The Ocean Wave was built under the direction of Jacob Kamm, pioneer steamboatman, but she was not in the speed class and in 1903 the Port of Portland will build this year.

TWO SHIPS READY

Launchings of War Archer and Santiam Are Today.

SIXTH 800-TONNER DONE

Greater Headway to Be Made in Future, More Ways to Be Put In, Machine Shop Facilities Increased, Other Improvements.

Two steel steamers of 8500 tons each will take the water here today, the War Archer at 10 o'clock this morning at the Northwest Steel Company's yard, and the Santiam at 2 o'clock in the afternoon at the yard of the Columbia River Shipbuilding Corporation.

Mrs. J. R. Bowles, wife of the president of the Northwest Steel Company, is to be sponsor for the War Archer, and Mrs. James McKinlay, wife of the general manager of the Columbia River Shipbuilding Corporation, will christen the Santiam. The War Archer was named by the Cunard interests, who negotiated for the vessel from Norwegian interests who first placed the order so that it is to be changed later to conform to the plan of the American Government in naming the vessels after localities near where they are constructed.

The Santiam was the name selected by the Norwegians who ordered the other ship from the Columbia River Corporation, and because it is an Oregon name, the probabilities are that it will not be changed. All steel vessels are now requisitioned by the Government. The War Archer will be the sixth

L.J. WENTWORTH MOVES

OFFICES OF SHIPPING BOARD NOW IN NORTHWESTERN BUILDING.

Oregon District Work Has Grown Rapidly and Expansion Becomes Necessary—Tonnage Output Growing.

Offices of the Oregon district of the United States Shipping Board Emergency Fleet Corporation are being moved to the fifth floor of the Northwestern National Bank building. The entrance will be room 513.

Lloyd J. Wentworth, district officer, requires considerable space for his office force and yard inspection staff, while the Shipping Board proper, which has to do with loading and operating the completed ships, must be taken care of as well as allied departments that will be represented here as the ship programme assumes greater size.

Then, for the present, Mr. Wentworth has taken over only supervision of wooden vessels and the inspection and direction of steel construction is separate.

The reorganization of the Oregon district has been carried along rapidly. While it has not been completed, Mr. Wentworth is gathering in the various loose ends of control and no doubt will add independent features to insure substantial headway in the gigantic undertaking of urging Oregon builders to their utmost efforts to insure the state being credited with a maximum output of tonnage.

SHIPYARD HOTEL IS PLANNED

St. Helens Company to Provide Accommodations for Employees.

ST. HELENS, Or., Jan. 12.—(Special.)—Because more men are needed in their yards and residence and hotel accommodations are difficult to secure, the St. Helens Shipbuilding Company is planning to build a large hotel on Sawies Island, adjoining its yard. The plans call for a three-story frame building. A large dining-room, lobby and amusement hall will be provided. About 350 men are employed in the yards, and two additional ways will soon be constructed.

Ferry Service Interrupted.

HOOD RIVER, Or., Jan. 12.—(Special.)—Because of unusually peculiar weather conditions here yesterday ferry service between Hood River and White Salmon, Wash., was abandoned for the day. Ferry boats were unable to land on the Oregon bank because of the force of a northeast wind and the strong current of the Columbia at flood stage. With the wind again from the west today, the ferry boats are operating as usual.

BARGES BATTLE THROUGH HARBOR ICE TO BRING COAL TO NEW YORK.



Towed by heavy sea-going tugs, these heavily laden coal barges are breaking their way through the floating ice in New York harbor to bring their sorely needed cargoes of fuel to the city. For the first time in years the harbor was almost solidly frozen over and shipping to a great extent was tied up. The situation was so bad that calls were sent to the Navy to rush ice-breakers to the port to keep the channel open to shipping. The ice in the harbor, because of their small prows due to the war, was not broken up as readily as in former years.

CITY WILL PROTEST

Proposed Belittling of Local Port to Be Resisted.

CLASSIFICATION IS UNFAIR

Bills Introduced in Congress to Place Oregon Marine District in Third Class Not Warranted by Comparative Showing.

Two bills pending before the House of Representatives at Washington, No. 4286 and No. 4610, having for their object the amendment of Section 4114 of the United States revised statutes, pertaining to the districts of the United States Steam Vessel Inspection Service, would place the Oregon district in the third class, whereas Honolulu, Juneau, St. Michaels and Los Angeles, all much smaller districts from the standpoint of business handled, are proposed for the second class.

The points mentioned, besides being far behind the Oregon territory in the matter of normal business, do not begin to size up with this zone in the matter of new construction. Los Angeles being the only port having deep-water ships under construction, and only a few steel carriers are contracted for there. The low classification contemplated not only would militate against Oregon in an administrative way, no doubt limiting the number of inspectors and office force to less than will be required, but would cut down salaries as well.

Protest Will Be Made. The Chamber of Commerce has interested itself in the subject and it is proposed that strong representation be made to members of the Oregon delegation to combat the bills, inasmuch as they seek to belittle the marine prominence of the state.

What is regarded as the best evidence of what has been done here in comparison with the districts recommended to be advanced above Oregon is a summary of the annual report of the Supervising Inspector-General, George Uhler, for the last year, which has been compiled as follows:

Table with columns: Character of Duties, Portland, Honolulu, Juneau, St. Michael, L. Angeles. Rows include Motor vessels inspected, Steam tonnage inspected, Seagoing barges, Foreign vessels, etc.

Other Evidence Furnished. Yet another exhibit to be forwarded to the Congressional delegation is the following data, compiled from records at the office of the United States Immigration Service here, showing what is being done in addition to the regular business of the inspectors, all of which will materially increase their responsibilities this year and during the period of the war:

Table with columns: Under con-Contr'd structure, Seagoing wooden vessels, Seagoing steel vessels, etc.

\*Shipyard's estimate 2000 additional men will be employed within 60 days. Since December 20, 23 steel and eight wooden seagoing vessels have been contracted for, making a total of 114 vessels. Of these 114 vessels a grand total of 176 seagoing vessels actually

to proceed to Grays Harbor to load lumber. The steamer Breakwater will be due this evening from San Francisco with freight and passengers.

The tank steamer Washnetan arrived this morning from California, bringing a cargo of fuel oil for Astoria and Portland. The tank steamer Washnetan will be due tonight or tomorrow from San Pedro to load lumber at the Hammond mill. The lumber steamer schooner Aluma arrived during the night from Portland and will go to Sydney.

The tank steamer Washnetan, which arrived this morning from California, ran ashore on the sands in the river while en route from San Francisco. The ship was floated with the assistance of a tug and no damage resulted.

SEATTLE, Wash., Jan. 12.—(Special.)—The local shipping and Drydock Company this afternoon launched the second of its steel ships built for the Cunard Line, by command of the Shipping Board. Each of these vessels is of 8900 tons deadweight cargo capacity.

The ship launched today was christened Westwood, Mr. George W. Albin, wife of the secretary-treasurer of the Ames Corporation, being the sponsor. Her sister ship, launched as the War Brigade November 12, is now in the yard. The new steel ship alongside the Westwood receiving her complete equipment, all of which is built and installed by the Ames plant.

The steamship Northland, purchased a few days ago from the Border Line Transportation Company by the Pacific Steamship Company, is undergoing remodeling and overhauling and will be in commission again about March 1. Her name being changed to the Admiral Reginald E. Nicholson, former master of the steamer Oregon.

There are at this time in Seattle Harbor 54 offshore and coastwise vessels, of which 14 ocean carriers, 10 coastwise, 10 sailing cargo, while 23 ocean vessels are undergoing overhauling, repairs or installation of power equipment.

SAN FRANCISCO, Jan. 12.—(Special.)—The new steamer of this city, the Commission of Public Docks has awarded a contract for furnishing steel rails, splice bars, bolts, nuts and spacers for railroad connections to be constructed at the St. Johns Municipal terminal and the Pittsburg-street terminal. About \$50,000 is involved in the award.

Movements of Vessels. PORTLAND, Jan. 12.—Arrived—Steamer Washnetan, from Port San Luis.

ASTORIA, Jan. 12.—Arrived at 5 and left up at 6:30 A. M. steamer John Porter, from San Francisco; left up at 9:30 A. M. steamer Washnetan, from Port San Luis. Sailed at 11 A. M. steamer Daley, for San Pedro, via Aberdeen. Arrived at 11 A. M. and left up at noon, steamer Daley, from San Francisco. Sailed at 3:20 P. M. steamer Atlas, towing barge OI, for San Francisco.

SAN PEDRO, Jan. 12.—Sailed—Steamer Beaver, for Portland, via San Francisco.

ASTORIA, Jan. 11.—Arrived—Steamer Washnetan, from Port San Luis. Arrived down at 8 P. M., schooner Aluma.

SAN FRANCISCO, Jan. 11.—Sailed—Steamer Klammath, for San Pedro.

SEATTLE, Jan. 12.—Arrived—Steamers Admiral Dewey, Northland, from Tacoma; Admiral Watson, from Everett; Ketchikan, Alameda, from Alaska. Sailed—Steamers Admiral Evans, Cordova, for Alaska; Admiral Watson, Richmond, for San Francisco; Alameda, Davenport, Admiral Dewey, for Tacoma.

U. S. Naval Radio Reports. (All reports are 8 P. M. unless otherwise indicated.) ATLAS, towing barge OI, Portland for Richmond, 810 miles north of Richmond.

WILLAMETTE, Grays Harbor for San Francisco, 520 miles north of San Francisco. MULTNOMAH, Seattle for San Francisco, 85 miles south.

YOSEMITE, San Francisco for Puget Sound, 15 miles north of Grays Harbor. ADMIRAL WATSON, Seattle for San Francisco, 23 miles from Seattle.

ADMIRAL EVANS, northbound, 85 miles north of Seattle. EL SEGUNDO, Juneau for Richmond, 66 miles west of Talooch. ALASKA, southbound, off Cape St. Elias.

BREAKWATER, San Francisco for Portland, 72 miles south of Columbia River. SUZEN, Seattle for San Francisco, 45 miles north of Cape Blanco. RAINIER, San Francisco for Seattle, 90 miles north of San Francisco.

Gambling Game Broken Up. Harry Starfas, proprietor of a coffee-house at 24 North Fourth street, was arrested last night, charged with running a gambling game. Six men taken in the place were held for visiting the resort.

PARKER'S ENROLLED

Rose City Captain and Other Officers Get Certificates.

SHIP ON WAY AGAIN TODAY

All Steamship Lines Are Joining to Prevent Allens Shifting About and Special Instructions Along Line Are Received.

Captain Clyde Parker, Chief Engineer K. Townsend and other licensed officers of the liner Rose City are now enrolled in Uncle Sam's identification archives. Armed with half a dozen photographs of themselves, the official family wended its way to the Custom-House yesterday, with the assistance of Chief Deputy Collector Pike, obtained certificates, which are the same as all seamen and others of the crew were provided with a few trips ago.

The vessel reached here Friday night and in spite of her large cargo, 1950 tons, she was given good dispatch and early this morning will be on her way seaward again. Since the last voyage two changes have been made in the licensed personnel, Chief Officer Fitzmaurice having taken a vacation. Second Officer Clausen was advanced to his berth, and Fred Miller, a Portlander, who was second assistant under Chief Engineer Townsend, responded to a call from the Navy, he having been in the reserve some time, and left for the East, with a detachment of men. Third Assistant Engineer Huber was advanced to the second's place.

Gradually restrictions governing the movement of aliens on passenger vessels and the sale of tickets rather than take a chance of transporting Germans, Austrians, Turkeys, Bulgarians, etc. The commandant of this naval district is enforcing his rules rigidly, and citizens born in this country, with German names should not be sold tickets unless they possess credentials to show they are bona fide American citizens. This also applies to persons with Austrian, Hungarian, Turkish or Bulgarian names.

As stated above, the officials at this port are very strict, and in view of this, together with the fact that large penalties are imposed for a violation of the Trading With the Enemy Act, you are requested to exercise every precaution in ticketing passengers to and from Pacific Coast ports.

The act of one agent in booking an enemy and the sale of tickets to other territory might result in holding up the ship on which the enemy alien traveled, as well as the passengers. The Shipping Board frequently no exceptions should be made for any deviation from the foregoing.

MORE NAVIGATORS WANTED

Fourth School Will Be Established in Seattle January 18.

SEATTLE, Wash., Jan. 12.—W. J. Grambs, chief of the United States Shipping Board's recruiting service in the Northwest, announced that a fourth navigation school will be established in Seattle January 18. A day school will be established at the University of Washington. The Shipping Board's engineering school was established several months ago, and a night school also will be arranged.

Applicants must have had two years' sea service on sailing vessels. More men are wanted to take the four weeks' course to fit them for the merchant marine service. The school was established several months ago, and a night school also will be arranged.

Marine Notes.

Vessels listed from San Francisco in the Port-Motorship arrivals are the Wapam, due Friday, and the Nehalem, scheduled to arrive Saturday. Both will have general cargo.

Arrivals in the lower river yesterday included the steamer Daley Mathews, which loads lumber at St. Helens for Southern California.

Owing to freight offerings being heavy and the fact she had a large onboard cargo, the Emerald line steamer Breakwater is to sail Tuesday night for San Francisco, her departure being postponed from tomorrow night.

Her crew having been signed yesterday, the auxiliary schooner Eric is to be down tomorrow for St. Helens, where she works part of her lumber load.

To A. C. Adams of this city, the Commission of Public Docks has awarded a contract for furnishing steel rails, splice bars, bolts, nuts and spacers for railroad connections to be constructed at the St. Johns Municipal terminal and the Pittsburg-street terminal. About \$50,000 is involved in the award.

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