# MORE WAGES GIVEN SHIPYARD WORKERS

10 Per Cent Increase Straight Ordered From Washington, Replacing Bonus System.

## DETAILS NOT COMPLETED

New Rate Will Apply to Wage Schedule as Fixed Last Fall by Federal Adjustment Board; Nearly 20,000 Men Are Affected.

Replacing the 10 per cent bonus system that was made applicable to shippard workers, a straight increasof 10 per cent in wages is to be in effect hereafter, dating from February I, according to telegraphic advices from Washington. The latest count shows 19,757 shippard employes in the state and along the Columbia River.

There are come features of the ne order that remain to be straightened out, but it is expected that the Govsenment will take care of the advance. as was agreed with the bonus, both amounting to the same thing. The increase applies to the wage schedule as fixed last Fall by the Federal Wage Adjustment Board. A worker who has been paid \$5.25 a day now receives \$5.77\to. those getting \$5.50 are to be paid \$6.05, and so on through the

grades.
Under the bonus arrangement men were to work 48 hours a week, not being excused from laboring unless for being excused from the laboring to be a stress of weather the laboring the laboring to be a stress of weather the laboring the good reasons, such as stress of weather that prevented them from reporting. Illness or injuries and the like. Of 12 plants in the state and on the Washington side of the Columbia, 19 are engaged on Government contracts, the other three being the Foundation Company, which is building for the French government, Kiernan & Kern Shipbuilding Company, where a steamer is being built on the owners' account, and the Columbia Engineering Works, where two auxiliary schooners are building for private interests. The list of yards and men working at each od reasons, such as stress of weath list of yards and men working at each

ame of yard. Location. employ Columbia River Shipbuilding Corpora-Standifer Const. Co., Vancouver ...

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lather Company, Purtland Bay Shipheliding Co., Marshfield & Blanks, North Bond chara Shipheliding Co., Astoria. Eachern Shipballding Co., Assurantes sens Hrox. Astoria.
Heisens Shipballding Co., St. Helens. 375
unarastern Brox. Columbia City.
159
usy & Browner, Tillamook.
159
use Drus Shipballding Co., Astoria. 459

Am making great effort to induce ship construction in Oregon and have warmly recommended Florence project. Will again present

## Grays Harbor Vessets Charlered.

ABERDEEN, Wash, Feb. 2-(Special.) - The auxiliary schoolers Hale-strand and Fancetrand, both built here, have been chartered by the Overseas Corporation for trans-Atlantic service. The Bajestrand will leave isomorrow for the Bound to load, while the Fanestrand The Balestrand will leave inmorrow for ST. HELENS, Or., Feb. 1—(To the the Sound to load, while the Fanestrand will clear this port as soon as installation of her engines is completed.

ST. HELENS, Or., Feb. 1—(To the Columb Manual Columb M

CLASS FOUNDED TO AID PORTLAND'S NEW WATERFRONT INDUSTRY.



# 500-FT. DOCK BEGUN

Coast Shipbuilding Company to Have Fitting-Out Place.

## MACHINE SHOP PLANNED

Friday First Day Since Concern Began Operations Last Year That Plant Has Been Shut Down, Due to Men Halted by Snow.

located thereon the first vessel will be ready for the installation of her machinery, abunding the same time will be available in which to get the layout in shape.

The rear line of he dock will join the layout first the with the rear line of he dock will join the layout first will be will

present warehouse, so equipment stored there can be moved conveniently to the ships and with the assistance of big shearlegs the heavy bollers, engine. Philip SCHOOL HELPFUL pumps and the like can be lifted into

The financian fi Friday was the first working day since the company began operations last year that the plant has been shut

STEAMERS RETURN TO COAST Governmenet Places Contracts for Lifeboats with Motorboat Con-

President and Governor to Resume
Former Service March 1.

SEATTLE, Feb. 2.— Announcement was made tonight by the Pacific Steams ship Company that the steamers President and Governor, the two largest twends in its fleet, will be returned to Seattle-San Francisco-San Diego service March 1.

The steamers, which were commandered by the Government October mandered by the Government October and March 1.

The steamers amonth later for its Homeland Company as month later for its Homeland over to the Matson in the Pacific Coast. The Government october to be present the believe competition of the Motorship Construction Company, at Vancouver, to more than 300 for small boats, while four additional contracts have been executed for irolling launches, to be used in salmon fishing at the entrance to the Motorship Construction Company, at Vancouver, to more than 300 for small boats, while four additional contracts have been executed for irolling launches, to be used in salmon fishing at the entrance to the Motorship Construction Company, at Vancouver, to more than 300 for small boats, while four additional contracts have been executed for irolling launches, to be used in salmon fishing at the entrance to the Motorship Constructs to a contract to the Columbia Hiver. There are now six of the latter craft under order.

William Umbdenstock, vice-president for the craft under order would be made regularly, the order having been for 12 of the craft. It is said to be the first time that the Navy had placed contracts on the Pacific towocal which the Port of Porting the Columbia Enver I have offer the craft of the craft. It

McNARY IS BOOSTING PROJECT

Government Urged to Encourage
Shipbuilding on Siuslaw.

EUGENE, Or. Feb. 2—(Special.)—
United States Senator Charles L. Menor has given his support to efferts to interest the Government in shipbuilding possibilities on the Siuslaw being for turning out wooden building possibilities on the Siuslaw River at Florence. In a telegram to the Eugene Chamber of Commerce the Senator says. or the second team and lesser amounts

for others.

The trolling launches building are 27 feet long with a beam of 9.6 feet. Pive of them will have gasoline engines of 18-hors-power and one will be equipped with 25-horsepower.

## FIRE BELIEVED ACCIDENTAL

## Columbia City Blaze Investigated by State Fire Marshal.

sire to call to your attention the fol-lowing portion of the headline: "Man-ager of Sommarstrom Shipbuilding Company, owner of the building, told

As a matter of fact, I, as manager o As a matter of fact, I, as manager of the Sommarstrom Shipbuilding Com-pany, have never been told, either di-rectly or indirectly, "that something was going to happen to the plant." And moreover, all the relations between our company and its employes, as well as the general public, have always been pleasant and satisfactory. As to the origin of the fire, the State Fire Marshal together with our assist-

Fire Marshal, together with our assistance, has investigated thoroughly, and from what we have found so far, we believe the fire to have been entirely accidental. M. F. SOMMARSTROM.

### COPRA VESSEL IS IN RIVER Georgina Cames From Sydney With Cargo for Eastern Points.

Laden with 13,949 sacks of copra from Sydney the barkentine Georgin Work has been commenced by the made the passage in 79 days. The Coast Shipbuilding Company, foot of cargo is consigned to George A. Moore,

chinery and special gear for the dock. As at least a month will clapse before the first vessel will be ready for the listallation of her machinery, abundant time will be available in which to get the layout in shape.

The rear line of he dock will join the present warehouse and control of the cora. She has a carso of the cora. The Merchants' Exchange was advised

LOCAL BUILDERS PLEASED WITH

Curtis, havai architect and marine engineer and connected with the Supple-Ballin Shipbuilding Corporation, teaches the reason why, as mechanics, they are called upon to do the things that they do in the construction of the ship, from the laying of the keel to the setting of the rudder. A wooden vessel must be built to a certain form and to attach that form the laws of angles and

the way, it having been purchased by the Port Commission from the Western Pacific Railroad and taken from the sternwheel steamer Telephone, built at Portland in 1903.

The boller for the new steamer is well along and delivery can be made soon by the Willamette Iron & Steel Works, but it will be months before the vessel will be ready. Plans are not completed, but are expected to be shortby and as soon as possible after they are accepted bids will be advertised for. The steamer will be among the most powerful of her class in the West.

## U. S. Naval Radio Reports. (All reports for S P. M. resterday, unless otherwise indicated.) ALASKA, storm bound, suchored off In-

3:04 A. M. . . 8.0 feet 0:12 P. M. . . 1.9 feet 5:34 P. M. . . . 5.6 feet 11:13 P. M. . . 8.1 feet

Columbia River Bar Report.

# SURVEY IS ORDERED

W. W. Clark and J. H. Bloedel to Report on Lumber.

## FUTURE CONTRACTS WAIT

Shipping Board Wants to Know Capacity of Mills for Ship Timbers and Also for Production of Airplane Materials.

Wilson W. Clark, secretary and wison W. Clark & Wilson Lumber Company at Linnton, and J. H. Bloedel, of the Bloedel-Donovan Mills Series samen now in shore occupations for many of Bellingham, Wash. have been named by the United States Shipping Board to make a survey of the lumber resources of the Pacific Coast to ascertain the amount of material that can be depended on during 1918 for shipbulding purposes, taking into account as well material that must be supplied the Army direct and the aeropians factories.

Mr. Bloedel was named a few days ago, and Mr. Clark, who was requested Friday by Lloyd J. Wentworth, district officer in charge of the Oregon district, to shoulder the work, accepted with the organization already has been show weeks will be required in which to the state of the task. Mr. Bloedel was also many the task Mr. Elorede was also many the task Mr. Elorede was also ment to severe the complete training of the blocking of the principal cause of the poor ran of sonce of the propose of poung the subject trict, 294,597 cases; total, 1,557,834 cases; outlying district, 294,597 cases. In 1913, the former 'big run' year, 1913, the former 'big run' year, 1914, 1915, 19 Coast Shipbuilding Company, foot of Woods street, on a fitting out dock for list vessels, which will be located at the south end of the yard, extending from the fourth or last set of ways to sill be south property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with property line. The dock will be routed via the Great Northern Rail-be with the south property line. The dock will be routed via the Great Northern Rail-be with the south property line. The dock will be routed via the North Bank dock to discharge the coccanut product, which will be company, of Bellingham, Wash., have been named by the United States Shipping Board to make a survey of the lumber resources of the Pacific Coast loads a return cargo of lumber for Melbourne. easurer of the Clark & Wilson Lum-

yesterday and will officially begin also labors tomorrow. It is probable two wasks will be required in which to finish the task. Mr. Bloedel was also appointed lumber administrator for the Northwest a week ago.

The understanding is that Mr. Bloedel and Mr. Clark will cover the same and Mr. Clark will cover the same and Mr. Clark will cover the same are starting in his own state.

Hearty co-operation already has been accorded the training service by steam—ship men, while the response of young Americans anxious for training has exceeded all expectations.

The understanding is that Mr. Bloedel and Mr. Clark will cover the same are starting in his own state.

Pacific Const Shipping Notes.

Marine Notes.

Due in the river today from California is sha liner Rose City. Captain Parker, aboard, 170 travelers and a cargo of 1356 tons of treight, also shipments of bonded goods. Passenger business is reported brisk for the Emerald line steamer F. A. Kitburn, which salis at 6 o'clock tonight from Columbia dock for the Golden Gate. A number of reservations were made yesterday.

Having discharged her cargo of fuel oil at Willbridge the tank steamer Atlas gaffed yesterday afternoon for San Francisco and last night barge No. 93 left in tow for Astoria, also bound South to reload oil.

On boing ffoated from the St. Johns dry-

taris, also bound South to relead oil.

On being floated from the St. Johns drydeck yesterday Vessel No. 3, of the Peninsula Shipbuilding Company's fleet, formerly knewn as the Gamma, was shifted back to the company's fitting out dock.

On her way to see to undergo her official trial, the new \$500-ton steamer Westwind left the Portland Flour Mill at 3 o'clock yesterday for Willbridge to fill her oil tanks, and was to proceed so as to leave Astoriathis morning. She will remain outside several hours and then return here. Pilot M. Moran took the vessel down the river and Pilot John Laping was aboard to handle her off the Columbia.

After having undergone an overhauling.

Bound here with an oil cargo the tank steamer J. A. Chansior, of the Associated Oil Company's fleet, left Astoria at 4:38 o'clock resterday afternoon. Phone your want ads to The Orego-nian, Main 1970, A 6995.

Men to Man U. S. Merchant Marine in Demand.

## TRAINING COURSE PLANNED SAN FRANCISCO, Feb. 2.—Sailed at 3

That Future Sailors Be Added to Crews of Sailing Vesels So That Young Men May Gather Experience From Older Heads.

Training future seamen for the Amer ican merchant marine by adding to the crews of sailing vessels, so the num- and moto ber above the regular complement could be made up of young men, there by affording them opportunity for gathering information and experience from older heads, is a proposal of the International Seamen's Union of Amer

A conference was held at Washing ton January 21 between Henry Howard director of recruiting for the United States Shipping Board, and Andrew Furuseth, president of the International Seamen's Union of America, as to that stand and other matters having impor ant bearing on the future of the Amer

ean merchant marine.

The chief subject considered was the manning of the new ships to be added to the country's merchant fleets in the next year and making the merchant service attractive to young Americans, who for several generations have not been inclined to consider the career offered by the sea a promising one.

Work Well Known. As chief of the recruiting service of the Shipping Board, Mr. Howard is engaged in administering a National training system on a large and growing scale for preparing young men for service in the merchant marine. His work, though of recent origin, is always perfectly and the pack of 1916, and 203,534 cases more than the pack of 1916, and 203,534 cases more than was packed in 1913, the previous big run year. The increase was prin-

new ships.

Hearty co-operation already has been eccorded the training service by steam-

by the issuing schools as well as a bonus or \$325 for the catch. This is the best fish price recorded this season.

The new steel tanker Trontolite, built by the Skinner & Eddy Corporation, went into commission today, and it is understood that she will sail on her first veyage for the Shipping Board late tonight or early in the morning.

morning.

The new motorable Ypres, having been lined, commenced loading a cereal carge at Tacoma today and is expected to put to see on her maiden veyage early next week. COOS BAY, Or., Feb. 2.—(Special.)—The steam schooler Westerner is in port for the scond cargo of rallroad ties she is carrying or Edgar Hannan, arriving this afternoon at the order.

"The steam schooner Hardy, which came to bert this morning from San Francisco at 'clock, brought 200 tons of general merhandise for Marshfield and North Bennerchants. The Hardy will load lumber a be Bushner mill. the Buehner mill.

Loren Forty, engineer on the gasoline schooner Tramp, was scheduled to be married at Gold Beach tomorrow, but inclement weather prevented return of the Tramp to Rogue River and the wedding had to be postponed.

Coos Bay shiphulding

postponed.

Cos Bay shipbuilding plants and commercial bodies today received word from the Government that all vessels constructed here for the Emergency Fieet Corporation will have Coss Bay registry.

Moran took the vessel down the river and Phot John Larjing was aboard to handle her Off the Columbia.

After having undergone an overhanling, pleicingally to her main engine, the Port of Portland ing Wallinis was taken for a trial point of the Columbia.

Say and the river yesterday. Pred Pape, superintendent of the Port, said she was her off form. The Wallinis now ready for service at the mouth of the fiver.

Operations are progressing on the stranded steamer Sarah Dixos, of the Sinaver field, which is on high ground alongside Lake Hiver, having gone on during high-water toold the said monther week.

W. J. Gramba of Seattle, in charge of the conditions New Year's day. It is hoped to conditions were put to conditions of the clay year to man these and the round to conditions of the vessel was built several parts ago. The Pisk is an observed on the Northwest of Commany, will speak at the clay year to man these and otherwise of commanded at each otherwise of commanded at each otherwise of the same of the conditions. The real managed all the vessel was built several parts ago. The part of the conditions was possed to company will speak at the clay year to man these and otherwise has been dear and serve to conditions.

I have been a c

ad maies who have graduated from the overnment navigation schools are available sufficient number for any emergency. It is reported some of the skippers who it here for the Atlantic shortly after the othersak of the war will come back for

## Movements of Vessels.

PORTLAND, Feb. 2.—Sailed.—Steamer At-as and burge No. 93, for San Francisco. ASTORIA, Feb. 2.—Arrived during night teamer Trinidad, from San Francisco; ar-ived at 2:45 P. M., barkentine Georgina.

ASTORIA, Peb. 1.—Salled at 5 P. M., more schooner Mount Rainier, for Callao. SAN FRANCISCO, Feb. 1.—Salied at 7 P. M., steamer Rose City, for Portland.

SYDNEY, Feb. 1. - Arrived - Schoone ohn A. Campbell, from Columbia River.

SEATTLE, Peb. 2.—Arrived—Steamers F. S. Loop, from San Francisco; Northwestern, from Alaska; D. G. Scoffield, from San Pedro; Latauche and Kofuku Maru, from Tacoma; Morning Star, from Vancouver, B. C. Salled—Steamers Spokane, for Alaska; Admiral Watson, for San Francisco; Curacao, for Port Wells; Northwestern, Argyll and motorship Santa Isabel, for Tacoma.

## SALMON PACK IS LARGE

BRITISH COLUMBIA OUTPUT TO-TALS 1,557,435 CASES.

Pack for Last Year Is 562,370 Cases More Than That of 1916, According to Official's Report.

OREGONIAN NEWS BUREAU, Washington, Jan. 28 .- "The pack of canned salmon in British Columbia for the 1917 season was the largest ever put up in the province, totaling 1,557,435 cases," says Consul-General George N. West, of Vancouver, in a report to the that dredging be carried on through a Department of Commerce. These figures are based on the report of the Dominion Inspector of Fisheries. Consul West's report adas.

"This is 562,570 cases more than the pack of 1916, and 203,534 cases more than was packed in 1913, the previous big run year. The increase was principally in the pack of pinks and chums, which varieties of salmon were not in great demand before the war, but are now eagerly sought for by the allied countries. The bulk of the British Columbia pack each year is shipped to Europe.

"By divisions the pack was: Fraser"

In considering the report and recommendations of the district officer, the board of engineers was not convinced of the advisability of approving the improvement from the information presented, so early last month sent word officially of their attitude. At the same time it was made known that all of any would be allowed in which to present the matter anew, to show necessity for the improvement in the interest of commerce and navigation.

Charles R. McCormick, of San Fran-

PORTLAND, Feb. 2.—Maximum temperature, 40 degrees; minimum, 27 degrees, River reading at 8 A. M., 6.5 feet; change in last 24 hours, 6.5 foot fail. Total rainfail (5-P. M. to 5-P. M.), 0.05 inch; total rainfail since September 1, 1917, 25.80 inches; normal rainfail since September 1, 26.25 inches; normal rainfail since September 1, 1917, 0.56 inch. Sunrise, 7.32 A. M.; sunset, 5-18 P. M. Total sunsine February 2, none; possible sunsine, 6 hours, 46 minutes Moon-rise, 12-27 A. M.; moonset, 9.52 A. M. Barometer (reduced to sea level) at 5 P. M. 30.17 inches. Relative humidity at noon, 91 per cent.

THE WEATHER.

THE WEATHER.

| ### STATIONS  |                      |     |                     |      |          |        |                     |
|---|----------------------|-----|---------------------|------|----------|--------|---------------------|
| Bolse   | STATIONS.            |     | Maximum temperature | : 00 | Velocity |        | State of<br>Weather |
| Boston  |                      | 8   | 26                  | 0.02 | 13       | 4      | Cloudy              |
| Chicago   |                      |     | 38                  | 0.02 | 412      | S.W    |                     |
| Chicago   2   24(6.09)20   S   Clear  |                      |     | 26                  | 0.00 | 100      |        |                     |
| Denver   20   40   60   60   14   NW   Clear  |                      | 491 | 20                  | 0.00 | 1200 3   |        | Chann               |
| Des Molnes  |                      | -   | 40                  | 0.00 | ##S      | NOTES: |                     |
| Duluth  | Denver               |     |                     |      |          |        |                     |
| Eureka 44 86 0.02 888W Cloudy Galveston 24 250 04 488E Cloudy Hellena 19 326 01 68W Clear Jacksonville 35 22 000 8.NE Cloudy Janeaut 28 0.00 E. Cloudy Janeaut 420 0.00 168 W Clear Los Angeles 46 90 6.90 8W Clear Marshfield 40 520 28 48 Rain Mefford 34 440 01 4 NW Cloudy Minneapolis 2180.0012 NW Cloudy New York 6 200.0012 W Cloudy New York 6 200.0012 W Cloudy North Head 38 440.28 20 SE Rain North Yakima 10 800.00 6N Clouds Phoenix 36 620 00 NW Clear  | Durboth              |     | 38                  | 0.01 | 2217     | N. E.  |                     |
| Galveston 32 420.04 4SE Cloudy Heiens 10 320.01 6SW Clear Jacksonville .48 520.00 SNE Cloudy Juneaut .20 .0.00 E Cloudy Juneaut .20 .0.00 E Cloudy Kansas City .4 300.00 16SW Clear Los Angeles .40 906.00 SW Clear Marshfield .40 520.28 4S Rain Mefford .34 440.01 4NW Cloudy Minneapolis .2 180.00 12NW Cloudy New Griesus .50 540.68 4N Cloudy New Griesus .60 540.68 4N Cloudy North Head .38 440.28 20SE Rain North Yakima 10 800.00 6N Clouds North Yakima 10 800.00 6N Clouds Phoenix .30 620.00 NW Clear | Elementer .          |     | B40                 | 0.02 | Sig      | CVV    |                     |
| Heiena 10 320.01 6/SW Clear Jacksonville 48 52.0.00 S/NE Cloudy Juneaut 29 0.00 E. Cloudy Juneaut 48 0.00 16/SW Clear Los Angeles 46 80 0.00 SW Clear Los Angeles 46 80 0.00 SW Clear Marshfield 40 52.0.28 46 Rain Mefford 34 440.01 4/NW Cloudy Minneapolis -2 180.00 12/NW Cloudy New York 6 200.00 12/SW Cloudy North Head 38 440.28 20 SE Rain North Yakima 10 300.00 6/N Cloudy North Yakima 10 300.00 6/N Cloudy Phoenix 30 620.00 NW Clear  |                      |     | 421                 | 3.04 | 475      | SE     |                     |
| Jacksonville  |                      |     | 32 0                | 0.01 | 615      | W      | Clear               |
| Juneaut 28  | Jacksonville .       | 48  | 524                 | 0.00 | 811      | NE     | Cloudy              |
| Kannas City. 4 20 0.00 16 SW Clear<br>Los Angeles. 4 90 6.00 . SW Clear<br>Marshfield. 40 52 0.28 4 S Rain<br>Mefford. 34 440.01 4 NW Cloudy<br>Minneapolis2 18 0.00 12 NW Cloudy<br>New Orleans. 50 54 0.68 4 N Cloudy<br>New York. 6 20 0.00 12 SW Cloudy<br>North Head. 38 440.28 20 SE Rain<br>North Yakima 10 80 0.00 6 N Clouds<br>Phoenix 3 62 0.00 NW Clear   |                      |     |                     | 0.00 | 11       |        |                     |
| Marshfield  | Kansas City          | - 4 | 20 0                | 0.00 | 168      | W      |                     |
| Minneapolis   | Los Angeles          |     | 190 6               | 3_00 | 1,15     | W.     | Clear               |
| Minneapolis   | Marshfield           |     | 521                 | 28   | 415      |        | Rain                |
| New Orleans. 50 540.58 4N Cloudy<br>New York. 6 200.00(12)SW Cloudy<br>North Head. 38 440.25(20)SE Rain<br>North Yakima 10 300.00 6N Cloudy<br>Phoenix 30 620.00 NW Clear   | Medford              |     | 443                 | 0.01 | . 5/2    | W.     | Cloudy              |
| New York 6 20 0.00 12 SW Cloudy<br>North Head. 38 44 0.26 20 SE Rain<br>North Yakima 10 80 0.00 6N Cloudy<br>Phoenix 30 62 0.00 NW Clear  | Minneapells          |     | 18                  | 1.00 | 1-12     | Y W    | Cloudy              |
| North Head. 38 440.28 20 SE Rain<br>North Yakima 10 300.00 6 N Cloudy<br>Phospix 30 62 0.00 N Clear   | New Orleans          |     |                     |      |          |        |                     |
| North Yakima 10 30 0.00 6 N Cloudy<br>Phospix 30 62 0.00 NW Clear   | New York             |     | 200                 | 1,00 | 146      | 712    | Cionay              |
| Phoenix 30 62 0.00 . NW Clear   | North Head           |     | 261                 | 0    | -11/2    | Mir    | CT awder            |
| Phoenix au bau, ou Ix w Clear   | North Takuma         |     | 60 0                | 00   | 0        | TEE    | Cloudy              |
| Pocatello 12 34 0.00 12 SW Cloudy   | Phoenix<br>Posatello | 12  | 24 6                | 001  | 100      | 200    | Clondy              |

FORECASTS.

Tacoma 34 440.00 SW Cloud Tatoosh Island 38 440.28 20 SE Cloud Valdest 5 0.00 Cloud Washington 16 28 0.00 SW Cloud Winnipeg -12 -50 0120 NW Clear

St. Helens People Hold Present Marine Road Inadequate.

## LUMBER SHIPMENTS HEAVY

Request Previously Turned Down by Board of Engineers at Washington Will Be Urged Anew. Estimated Cost \$6500.

Improvement of the channel leading irect from the municipality of St. Helens to deep water in the Columbia River, which means to the main channel of the big river, recently adversely acted on by the Board of Engineers, at Washington, is to be urged anew by St. Helens businessmen in support of increased water business and assured

future development.
Those interests originally sought to have a channel provided with a width of 300 feet and low-water depth of 25 feet, the present marine road being 19 feet in depth, so is unsuited for deepwater vessels. In approaching and departing from St. Heleus, regardless

departing from St. Helens, regardless of whether bound up or down stream. Ships must drop down to Columbia City, about three miles, and there gain the main channel.

A Congressional act of July 27, 1916, provided for a preliminary examination of the proposed channel and later a survey was conducted, that resulting in a favorable report being forwarded to Washington. It was recommended that dredging be carried on through a

In considering the report and rec-

work, though of recent origin, is narriedly well known among seafaring men and seems destined to attract National attention.

At the annual convention of the Seamen's Union of America held at Buffalou in December a committee was appointed with Mr. Furuseth at its head for the purpose of co-operating with the Shipping Board in obtaining skilled seamen for the new ships and in the training of men and boys in anticipation of the Gemand for seamen when the new ships begin to take the water in large numbers.

Call Is Issued.

Dig run' year.

Chall Is Issued.

Dig run' year.

Dig and chause the same time it was made known that t

## AIRMAN COURTMARTIALED

arson, 1105 L., a son. NOONAN.—To Mr. and Mrs. A. T. Noonan, NOONAN.—To Mr. and Mrs. A. T. Noonan, 10 Thurman street, January 17, a daughter. CORNWALL—To Mr. and Mrs. L. C. Cornall, 1840 Division street, January 10, a LAUDERBACK-To Mr. and Mrs. Clar-ence Lauderback, 1992 Center street, Jan-

uary 30, a daughter. NORMAN-To Mr. and Mrs. Harry D. Norman, 810 Front street, January 24, a Norman, St. Front Street, January 24, a daughter, CASCIATO—To Mr. and Mrs. F. Casciato, 291 Sheridan street, January 28, a son. ABERWATHY—To Mr. and Mrs. Charles Aberwathy, 453 Twelftle street, January 29, a daughter.

Marriage Licenses.

WALTERS-WALTERS—Wert D. Walters.
40, 6220 Twanty-sixth avenue Southeast, and
Mac Walters. 50, same address.

ALBRECHT - ULINTON — Theodore Albrecht, 19, 430 Answorth avenue, and Bertha
Clinton, 19, 1383 Michigan avenue,
HUNTER-VAUGHAN—Harry Hunter, 26,
825 Washington street, and Mabel Vaughan,
25 same address. 825 Washington steel, 25, same address. — Henry Kunz, 24, 817 KUNZ-LIEBECK. — Henry Kunz, 24, 817 East Karl street, and Dorothy Liebeck, 22, 601 East Karl street, McKENNA-McGREEVY — Hugh McKenna, and Brazee street, and Alice McGreevy. 19, 192 Brazee street, and 19, 1192 Commercial street, Hammer, HAMMER-RITTER—Harry L. Hammer, Hammer, and Deephine Bitter, 21, 1, 83 Pifth street, and Joseph 99 Tudor Arms Apartments, PEARSON-NELSON—Carl G. Pearson, le-PEARSON-NELSON—Carl G. Pearson, le-PEARSON-NELSON—Carl G. Pearson, legal, 390 North Twentieth street, and Ellen Neisen, 687. Kirby street. McKNIGHT-HEDLUND — Lee McKnight, 37, 266 North Twenty-fourth street, and Ma-tilda Hedlund, 22, 883 Missouri avenue, SCRUTTON-HANSON — William Gerald Boger Scrutton, 23, 330 Essat Thirty-fifth street, and Stella Hanson, 20, Elms Apart-ments. ments.

EHRHART-PARRISH—Harold J. Ehrhart.
21, 258 Eleventh street, and Nellie Parrish.
18, 1225 Ivon street.

Vancouver Marriage Licenses. SMITH-BIRD-Eugene W. Smith, 29, of Ellsworth, Wash., and Miss Helen Bird, 22, of Siften, Wash.

Ellsworth, Wash, and Miss Helen Bird, 22, of Siften, Wash.

Building Permits.

JOHN HALSEY JONES COMPANY—Repair two-story frame residence, 1314 Macadam, between Sweetey and Flower streets; builder, same; \$310.

JOHN HALSEY JONES COMPANY—Repair one-story frame office, 1200 Macadam, between Sweetey and Flower streets; builders, same; \$390.

A. C. CURNOW—Alter and move one-story frame residence, 187 Skidimore, between Kerby and Commercial; builder, same; \$300.

NORTHWEST ELECTRIC COMPANY—Free of Lincoin street, between Hood and barbor line; builders, C. J. Cook Company; \$2000.

N. C. MERGESS-Repair two-story frame store, 252-4 Russell street, ame; \$50.

KING ESTATE—Robbir three-story brick ordinary stores, 124 Fifth street, between Washington and Stark; builder, James I. Marshall, \$40.

LABBE BROTHERS—Repair four-story brick ordinary stores and office, 229-231 Washington street; between First and Secund; James I. Marshall; \$150.

and vicinity-Probably rain; southerly winds.
Oregon Pair east portion, probably rain west purion; moderate southerly winds.
Washington-Pair east portion; rain west partion; moderate southerly winds.