SHIPYARD ARMIES DEFY HUN U-BOATS

Builders of Commerce Carriers Reiterate Assurances That Ships Will Win War.

FLAGS FLOAT AT ALL YARDS

Patriotic Exercises Arranged to Commemorate Anniversary of Entrance Into War and Start of Third Liberty Loan.

Determination manifested by the American Army to down the Kaiser and his retinue, was reflected by the shipworkers' army of the Oregon district yesterday in patriotic exercises marking the initial anniversary of the declaration of wa against Germany. Believing the oft-repeated assertion of the men, who are counting the war's pulse, that ships will win for the allies, the builders reiterated yesterday what they have acclaimed before—if only their efforts are relied on to provide the stupendous fleet, they guarantee to continue them to the end and 100 per cent strong.

Could the ferret eyes of a German spy have looked down from an aeroplane yesterday on the Oregon country he would have seen a simultaneous raising of flags from the shipyards dotting the waterways of the state that breeded ill for the success of the Berlin butchers. It was exactly at noon that the official exercises planned by the Shipping Board were inaugurated. Not the noon that the heavenly orbits have been guided by, but the war noon of today, one hour ahead of standard time and in proportion Americans propose to be at least that far ahead of the German plans in deciding the combat across the seas.

Meaning of the Flag Told.

As the big Shipping Board house flags were hoisted on halyards the strains of bands broke forth, then cheers. Preceding the flag raising a statement as to the meaning of the American flag was read alike at all yards, as follows:

"There is one flag and only one that should fly at the peak of our flagstaff. That flag is the flag of our country, which for more than 140 years has been the symbol of democracy to all the nations of the world and the inspiration toward the enlargement of their freedom. It was a world that at first distrusted democracy and fought it bitterly with a selfish purpose; a world, however, which in these latter years has come to know that in democracy lies the safety and future of civilization.

"Today the whole democratic world knows fully and to its cost that despotism seeks to overthrow and to crush it out for its greedy advantage. And, therefore, never in all the years since the battles of Lexington and Concord has this flag of ours stood more firmly for the freedom of the world than in this present year when German despotism threatens us; and never have the American people realized as fully as today that it is the liberty and democracy symbolized in our National flag which is the hope and security of the world.

Second Flag Is Important.

"But if only one flag may fly at the peak of our flagstaff, there is another flag which should fly on the same staff just beneath it; a flag to which also we owe allegiance. Indeed, our allegiance to our country's flag is an empty thing and unavailing word unless this second flag stirs us to high endeavor. This second flag is the flag of the United States Shipping Board. And, today at this very hour in the presence of more than 250,000 shipbuilders in 122 shipyards, extending from Northern Maine down our Atlantic Coast, across the Gulf and up the Pacific, in all the shipyards of the Great Lakes, today, April 6, on the anniversary of our entrance into this war for freedom, this flag is raised.

"And it will fly as evidence that our Army does not fight alone unsupported by our Nation; that you, the shipbuilders of our country, are also an army fighting in support of that other Army which fights in the muddy trenches of France. And it will be in evidence that it is a high honor in these days to be shipbuilders and to perform a task without which despotism would overthrow democracy. And from you, therefore, these shipbuilders, there is due especially an allegiance to our country's flag and also, in order that your allegiance be effective, there is due a full service and allegiance to the flag of the United States Shipping Board."

Immediately afterward there were cheers for President Wilson, the Shipping Board and Emergency Fleet Corporation and for the soldiers and sailors of the United States. The assembled men then sang "My Country, 'Tis of Thee," and an appeal from Chairman Hurley, of the Shipping Board, was read, as follows:

Chairman Hurley's Appeal Read.

"In this hour of National peril, when the forces of despotism, long gathered, are hurling themselves against us, I call upon you, the shipbuilders of America, to put forward all your might to our common purpose. It was an evil thing that the phrase was coined that 'we do our bit.' The Nation of which each member today merely does his bit is lost. Doing our bit is too small a bucket to bail back the sea. The tide of despotism is too great for such small and unavailing measures. We must 'do our all.'

"Therefore, on this day, marking the anniversary of our entrance into this war, which threatens civilization, it is fitting that I appeal to you for the large and full measure of your help. And I ask you, as far as possible, that you consider that my appeal is personal to yourself, each man of you in the shipyards of America. And I ask you to scrutinize yourself and to put to yourself the question, each man of you, whether you yet work to your highest limit.

"For your brothers and your sons and the men who were the comrades at your elbow in other days are fighting in the trenches of France, and their safety depends upon the measure and the quality of your work. Their munitions of war, their reinforcements and their food are dependent upon the rivets that you drive and the ships you launch.

Shops Are Battlefields.

"The great battlefield—next to the smoking battlefield of France—is the blacksmith shop, the machine shop and the shipping ways; and the roar of your furnaces and the noise of your riveting arise from your strife and mighty contest, which must hold open the seas for civilization. It is a high and honorable responsibility that rests on you, the shipbuilders of America, and you must meet it fully.

"And some day when this war is done and German despotism has been destroyed, it will be not only our Army and Navy who will pass in glorious review before our Nation, but also it will be the shipbuilders of America to whom our gratitude is shown—the shipbuilders, who worked with full and untiring endeavor through many days and months in order that the ocean might be bridged and civilization be preserved."

The pledge to the National flag was given and repeated by the men, all joining in "I pledge allegiance to my flag and to the country for which it stands, one Nation, indivisible, with liberty and justice for all."

The Willamette Iron & Steel Works advanced its exercises to 11 o'clock because a special flagraising had been prepared for, an American flag 30 feet long and 16 feet wide, the gift of employes of the plant, having been hoisted to the truck of a flagpole 40 feet high, which in turn had been made fast to the peak of the shearlegs, which tower 100 feet above the street level, so Old Glory waved 140 feet high. J. B. Kerr made the flag address. The flag had been sent aloft in true Navy fashion, being "broken out" as it reached the truck, and from it fell folders on liberty bonds and war savings stamps.

Three ex-Navy men of the plant, H. W. Scheiderman, J. Aschenbrenner and L. Horrellou, arrayed in their former uniforms, raised the flag, a band rendering patriotic music at the time. The address of the day was made by Judge Cleeton and a double quartet, composed of Fred Hampton, Fred Mealey, G. D. Alford, W. H. Mahan, J. Schiller, F. B. Wheeler, E. E. Alford and A. Koehler, sang "Here's to the Flag, Boys," composed by Mr. Mahan and sung to the air of "Frat of College Days."

Sergeant Cris Gives Message.

Sergeant Cris talked interestingly of war conditions and the humorous as well as the serious side of a soldier's life, and A. F. Flegel spoke on the liberty bond drive.

At the Northwest Steel Company's plant addresses were made by Mayor Baker and W. D. Wheelwright. There was appropriate music and such enthusiasm prevailed that one of the workmen made an impromptu talk, suggesting that a telegram be sent to Chairman Hurley, "that the men of the Northwest yard were with him to the end," which was promptly arranged for.

Mayor Baker also talked at the Columbia River Shipbuilding Company's plant, south of the Northwest yard, and James McKinlay, general manager of the corporation, made an address as well.

At the Coast Shipbuilding Company's property, south of the Columbia River yard, J. W. Hall, assistant district officer, under L. J. Wentworth, and J. L. Hubbard, superintendent of hulls, were the speakers.

Governor Withycombe Speaks.

At the Supple-Ballin Shipbuilding Corporation's plant the employes, those of the Pacific Marine Iron Works and of the Enterprise Planing Mill, joined in the celebration. They formed in line, headed by the Supple-Ballin band, and marched to the front of the administration building, where a 65-foot flagpole had been erected. The programme was presided over by Judge Arthur Langguth, vice-president of the corporation, and the addresses were made by Governor Withycombe and Joseph Supple, Fred A. Ballin raising the flag.

The Peninsula Shipbuilding Company held its exercise at 4 o'clock in the afternoon as the shifts were changing. Campbell's band was there and N. G. Pike, of the School Board, made the leading talk. It was an impressive occasion and though it was "quitting time" all of the men remained and joined in singing the "Star-Spangled Banner" and the "Marseillaise."

All other plants along the Columbia River had prepared programmes and in every instance they were enthusiastically carried out.

At the Grant Smith-Porter Ship Company's property, St. Johns, where 20 Government ships are under contract, District Attorney Evans and E. I. Cantine, the latter being inspector for the Emergency Fleet Corporation at the yard, talked to the men. The yard band was out in full force and the programme was one of the most patriotic on the river.

MONEY EXPORTS MODIFIED

Notes and Silver in Excess of $1000 Must Have Special Permit.

Definite information bearing on regulations as to the amount of money persons leaving American ports may carry has reached the Custom-House from Assistant Secretary Rose, of the Treasury Department. The rules have been modified somewhat and in a telegram received yesterday were explained as follows:

Federal Reserve Board has modified regulations covering exportation of coin, bullion and currency so that hereafter travelers leaving the country will be permitted to carry on their persons or in their baggage United States notes, National bank notes, Federal Reserve notes, American silver dollars, subsidiary coin and silver certificates not to exceed $1000 for each adult, whereof not more than $200 for each adult may be in the form of American silver dollars, subsidiary coin and silver certificates. Period travelers desiring to carry on their persons or in their baggage larger amounts of currency or silver and gold coin, or gold certificates, must have application for permission therefor to Division of Foreign Exchange, Federal Reserve Board, through the Federal Reserve bank of their district, stating the reasons why such permission is desired.

COLUMBIA SHIP IS NAMED

First Vessel for Hanevig Interests Floats There This Week.

Elvira Stolt is the name of the first of two ships the Columbia Engineering Works will launch for Christopher Hannevig, of New York, and the vessel no doubt will be floated this week. She was to have taken the dip yesterday, but it was decided to postpone the event for a few days. The vessels are of about 1200 tons deadweight, and are 154 feet long, beam of 36 feet and depth of hold of 15 feet. A third vessel has been laid down on the account of the builders and is expected to be sold shortly.

David Moessohn made a stirring talk to the 200 employes of the shipyard yesterday noon on the third liberty loan bond drive and was received with enthusiasm. Manager Steele, of the plant, says that it is hoped every man on the payroll will subscribe for at least one bond, and it is not doubted that ratio will be realized.

WESTBROOK REPAIRS SPEEDY

Transfer of Rotor From Spare Turbine Lessens Delay for Ship.

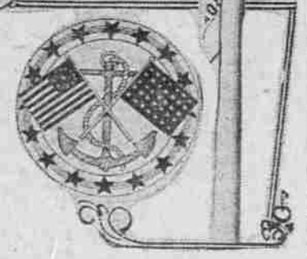
By shifting an entire rotor from a new turbine engine that had been delivered here for another ship, to the main engine of the steamer Westbrook, it has been possible to expedite repairs on the big freighter so that she can get away tonight. When on her way down the river Friday the blades of one rotor were stripped, necessitating the steamer returning here.

United States Steam Vessel Inspectors Edwards and Wynn conducted an investigation into the accident yesterday afternoon and evidence adduced was to the effect it was accidental and unavoidable, also that similar cases have been found in turbines soon after their installation. The rotor taken from the spare engine here will be replaced before it is required for service in the next ship.

Schooner Coming With Halibut.

ASTORIA, Or., April 6.—(Special.)—The Portland fishing schooner Joseph Pulitzer arrived this evening from the fishing banks off the Oregon coast. She brought seven tons of halibut and other deep sea fish for the Portland municipal market.

EVERY MARINE PLANT ON OREGON'S WATERWAYS ENGAGED IN GOVERNMENT SHIP WORK HALTS LABORS TO CELEBRATE ANNIVERSARY OF LIBERTY DAY.



Scene at One Plant That Was Typical of All.

SIX CONTRACTS LET

Latest Awards Bring Oregon's Total Up to 93.

TEN VESSELS ARE FLOATED

Emergency Fleet Officials Believe Another Month Bids Fair to Witness More General Installation Programme.

Contracts for six wooden steamers was the total award to Oregon builders reported yesterday to have been made by the Emergency Fleet Corporation, the apportionment of the business having been four vessels to the Sommarstrom Shipbuilding Company at Columbia City, and two to the St. Helens Shipbuilding Company. With eight contracts closed for last month by the Grant Smith-Porter Ship Company and three by the Wilson yard at Astoria, 17 new ones have been let, and it is the understanding that all yards now engaged in Government marine work will be given additional orders.

The Sommarstrom plant was first awarded four contracts and the pioneer ship of the quartet will be floated this month. The St. Helens yard accepted two contracts under the original arrangement, not taking more because of having had private vessels under way.

Speed Is Held Necessary.

It has been indicated by previous awards that the Emergency Fleet Corporation intends to duplicate the first contracts, unless it might be shown some builders were unable to handle them with reasonable speed. One yard that will probably be remembered soon is that of Feeney & Bremer, at Tillamook, where only one ship is under contract now and that will be floated in May.

In the Oregon district, taking in the Willamette and Columbia Rivers and Tillamook, the total wooden ships contracted for by the Government so far has been 93, of which 10 are floated and in two of them machinery is being placed with speed. The Wasco, at the Grant Smith yard, will be the first wooden vessel completed in the district and the Clackamas, launched by the Peninsula Shipbuilding Company, probably will be the second, as virtually all of her machinery is here and a force of about 100 men are working aboard now.

Eastern Conditions Improve.

Emergency Fleet officials say there has been a favorable change in the shipment of machinery from the East and another month bids fair to witness a more general installation programme. With contracts for putting machinery in ten ships let to the Astoria Marine Iron Works and six more for the Pacific Marine Iron Works, some of the vessels, for which the contractors were called on to provide only hulls, will be hurried. The Coast Shipbuilding Company, which took four hull contracts and four completed ship contracts, will install all machinery at its fitting-out dock. The Supple-Ballin contracts for eight vessels provide for their completion and the same is true of eight vessels at the Peninsula plant also. While a few of the Grant Smith fleet were not to be completed under the original contracts, they will have their machinery put in there.

The 16 ships taken by the G. M. Standifer Construction Corporation are to be finished ready for operation. So far the only hulls from outside plants to be ordered here for machinery will be two at the St. Helens yard and four at Sommarstrom's.

Pacific Coast Shipping Notes.

ASTORIA, Or., April 6.—(Special.)—The steam schooner Ernest H. Meyer arrived at 11 o'clock last night from San Francisco, en route to Portland.

The steam schooner Trinidad arrived at 7 o'clock this morning from San Pedro and after taking on a hold cargo of lumber at the Hammond mill will proceed to Stella and take a deckload of piling.

The barge Chas. B. Kenney, lumber laden, from Westport, sailed at 10 o'clock today for Eureka, in tow of the tug Relief.

The steam schooner Flavel will finish loading lumber at the Hammond mill this evening and will sail during the night or early tomorrow for San Pedro.

Carrying cargo from Portland, the gasoline schooner Roamer sailed at 1:30 today for Coast points.

SEATTLE, April 6.—(Special.)—William Pigott, head of the wooden shipbuilding division for the United States Shipping Board in the Washington district, today offered a silver trophy cup to the yard which makes the best showing on the combined results of speed and workmanship during the present year. While ostensibly offered for Washington yards, Mr. Pigott says any wooden shipyard on the Pacific Coast is eligible to enter the contest.

Eight Seattle shipyards today compiled in the most enthusiastic manner with Chairman Hurley's requested programme of commemorating the anniversary of the entry of America into the world war. Exercises were held at all the plants and prominent speakers, including Rear-Admiral Coontz and Mayor Hanson, delivered Mr. Hurley's message to the shipbuilders.

Employes of the Skinner & Eddy plant have started a soldiers' relief fund, a purely voluntary organization within that plant. The funds collected will be devoted to sending tobacco to the boys over there, or to the relief of relatives of men injured in the war.

The steamship Admiral Watson, Captain M. M. Jensen, sailed for Anchorage today, marking the first vessel departing for Cook Inlet this year. She had 275 passengers, about 10 of whom were for Anchorage.

SAN FRANCISCO, April 6.—(Special.)—The Pacific Mail steamship Ecuador, Captain A. W. Nelson, sailed for the Orient via Honolulu promptly at 1 o'clock today, laden with a capacity cargo of general merchandise, 92 first cabin passengers and a full complement in the steerage quarters.

That 13 steamships requisitioned by the Japanese government a few days ago to be turned over to this Government will come under Uncle Sam's control under an eight months' charter was announced today in cablegrams received here from Japan. It had previously been reported that the Japanese tonnage was to be turned over to the Americans in exchange for a certain tonnage of steel. It is announced that nothing definite has been settled concerning the steel, but in order to facilitate the ship question now the most important issue, the charter was arranged for.

Marine Notes.

Sailings of McCormick line steamers now posted include the Celilo, April 16, and the Klamath, April 17.

It has been decided by the J. A. McEachern Company and Grant Smith & Co., contractors engaged in construction work at the St. Johns Municipal terminal, to operate a steamer between the city and the site for the accommodation of their employes and to carry supplies.

Total enrollment of 23,500 shipworkers in the Oregon District, as tabulated last week, shows a gain of about 6000 men since January 1.

Through the breaking of a pump-head the Port of Portland dredge Columbia has been withdrawn from filling operations at the new steel yard of the Standifer Construction Corporation, at Vancouver, though the Government dredge Wahkiakum continues there. A second dredge may not be required to complete the job.

Men who have never had experience at sea are applying these days for berths on light vessels off the Oregon and Washington coasts. One who filed an application yesterday admitted he sought the change for his health.

Captain R. C. Parker, who has plied along the Oregon Coast for a lengthy period, has undertaken command of a smaller carrier than usual in the shape of the launch Windemuth, which he will navigate from Portland to the Siletz, where it will be used by Uncle Sam's men engaged in getting out spruce. On his return he expects to join the Navy.

Annual inspection of the stern-wheel steamer Bailey Gatzert is set for Tuesday by United States Steam Vessel Inspectors Edwards and Wynn. The tug Akutan will be inspected Thursday and soon afterward will leave for her Summer station at Nushagak, Alaska.

Data are being compiled at the office of Colonel Zinn, Corps of Engineers, U. S. A., on traffic through and across the bridges in connection with an investigation of alleged delays during the rush hours.

W. J. Kilbride, chief engineer of the propeller Georgiana for some time, has been named chief engineer of the new 8800-ton freighter Westgate, which is soon to be given her official trial. Mr. Kilbride is no stranger to deep water.

Movements of Vessels.

PORTLAND, April 6.—Arrived—Steamers Atlas and E. H. Meyer, from San Francisco; barge No. 93, from San Francisco. Sailed—Steamer J. A. Chanslor, for San Francisco.

ASTORIA, April 6.—Arrived down at 10 last night and sailed at 10 A. M., barge S. B. Kenney, in tow of tug Relief, for Eureka. Left up at midnight, steamer E. H. Meyer, from San Francisco.

SAN FRANCISCO, April 6.—Sailed at noon, steamer Beaver, from Portland, for San Pedro. Arrived at 8 A. M., steamer Olsum, from Portland.

SAN PEDRO, April 6.—Arrived—Steamer Celilo, from Portland, for San Diego.

SAN PEDRO, April 5.—Arrived—Steamer Tiverton, from Columbia River. Sailed—Steamer Daisy Gadsby, for Columbia River.

SEATTLE, April 6.—Arrived—Motorship Santa Cristina, steamers Humboldt and Queen, from San Francisco. Sailed—Steamers Admiral Watson, for Anchorage; Ravalli, from Portland, for Southeastern Alaska.

SAN FRANCISCO, April 6.—Arrived—Steamers Santa Alicia, from Bellingham; Olsum, from Astoria. Sailed—Steamers Benito Juarez, for Coos Bay; Governor, for Seattle.

Tides at Astoria Sunday.

High.	Low.
10:26 A. M....7.6 feet	4:45 A. M....2.5 feet
11:21 P. M....7.8 feet	5:10 P. M....0.6 foot

U. S. Naval Radio Reports.

(All reports for 8 P. M. yesterday unless otherwise indicated.)

WILLAMETTE, 275 miles north of San Francisco.

JOHANNA SIMTH, 185 miles north of San Francisco.

FIRWOOD, discharging at King Cove.

WAPAMA, San Francisco for Everett, five miles north of Cape Mears.

RAINIER, San Francisco for Vancouver, 25 miles south of Tatoosh Island.

CORVALLIS EDUCATOR QUITS

Mrs. Miriam Seeley to Leave Oregon at End of Semester.

OREGON AGRICULTURAL COLLEGE, Corvallis, April 6.—(Special.)—Mrs. Miriam Thayer Seeley, professor of physical education for women at Oregon Agricultural College, has announced that she will leave the college at the close of this semester for New Jersey, where her husband has accepted a position as research chemist for a large manufacturing concern. Mrs. Seeley has been at the college for six years and has greatly enlarged the department.

She instituted the corrective exercise department and introduced many sports, including hockey, baseball, archery, fencing and track.

SHIPYARD Y.M.'S' GROW

ASSOCIATION ORGANIZATION IN PLANTS PROGRESSING.

Experienced Industrial Secretaries to Handle Work Here—Athletic, Social and Religious Points Touched.

Rapid progress is being made in Y. M. C. A. organization among Portland shipyards, says L. G. Nichols, secretary of the industrial department of the local organization, who is in charge of the work.

Will S. Hale, a Y. M. C. A. secretary of many years' experience, part of the time in Portland, has been assigned to the Northwest Steel Company's plant. The Norwesco Club, of that yard, will be known hereafter as the Norwesco branch of the industrial department of the Y. M. C. A.

Two other shipyard secretaries will arrive in Portland by April 15, ready to go to work. They are W. H. Phillips, who comes from a large New York factory, and George O. Runyan, for ten years a Y. M. C. A. secretary in industrial work.

Mr. Hale has outlined a programme which includes co-operation with committees of the shipbuilders in plant recreation, athletics, picnics for plant workers with their families, lectures or educational, religious and popular subjects, war savings stamp purchases, war gardens, noon-day stunts, including tugs of war and boxing bouts.

PORTLAND TO PAY LUMBERMEN

Work of Western Mills in Ship Lumber Drive Brings Rewards.

In the Emergency Fleet News, published at Washington by the Shipping Board, the following is printed relative to the disbursements of payments from Portland to all Northwest lumber mills for material being shipped to Eastern yards for shipbuilding purposes:

"As an evidence of appreciation of the good work done by Western lumber mills in relieving the situation resulting from a shortage of big timbers on the Alantic and Gulf Coasts, arrangements have been made whereby this Western lumber will be paid for through the Portland, Or., office hereafter, instead of at New Orleans. The details of the plan were worked out with the auditing division by District Supervisor Wentworth, during his recent visit to Washington, and arrangements have been made to put the plan into effect immediately.

HARRISBURG LEADS IN LINN

Town Oversubscribes Liberty Loan Quota by 150 Per Cent.

HARRISBURG, Or., April 6.—(Special.)—The third liberty loan drive started in this city today with a grand rush. By noon the quota of $27,500 has been over subscribed. It is officially announced from Albany that this city is the first in Linn County to go "over the top" in the big drive. No trouble was encountered by the soliciting committee in obtaining the quota.

The total for the drive at 6 o'clock tonight was $38,000, which will give Harrisburg a rating of 150 per cent.

TACOMA YARDS TO SPEED UP

Foundation Yard Will Add 2000 Men to Present Force.

TACOMA, Wash., April 6.—(Special.)—That the Foundation Shipyard will add 2000 men instead of 1000 as announced yesterday by F. W. Drury in making application for ferry service, became known today when arrangements were made for streetcar service to carry the men to work.

Woodburn District to Send 15.

WOODBURN, Or., April 6.—(Special.)—There is a call for 15 more men from this draft district and the followins will leave for Camp Lewis at the end of this month: D. W. Lawrence, Scotts Mills; E. S. Stults, Scotts Mills; A. Otterstrom, Woodburn; F. J. Walker, Mount Angel; O. H. Peters, Stayton; G. S. Chaefer, Mount Angel; W. P. Terhaer, Mount Angel; J. A. Straughan, Fendleton; S. C. Higginbotham, Aurora; I. N. Harvey, Silverton; C. C. Logue, Scotts Mills; H. Matthieu, Silverton; C. C. Jefferson, Gervais; J. F. Otterstrom, Woodburn, and W. C. Schramm, Salem.

SEAMEN ARE SCARCE

With Highest Wages Recorded, Crews Are Short.

CARGO WORK IS DELAYED

Shortage of Longshoremen Also Reported—Men Drawn to Other Lines Because of Better Compensation Offered.

Even with $75 a month being paid sailors, a wage far above that ever allowed the forecastle fraternity on this Coast, vessels are unable to obtain full crews promptly.

The steamer Daisy Mathews, which sailed last night for the Golden Gate, was held in the river loading longer than usual because there were only two sailors and two winchmen who "stood by" the vessel. As a rule 10 to 12 are carried on deck in that ship. Longshoremen were used to "fill out" on the ship, as well as work cargo from docks at which she loaded.

The steamer Wahkeena, which was ordered to St. Helens for all of her lumber load, will be on her way early today after being detained because of the scarcity of longshoremen.

Stevedores, millmen and others concerned in the longshore situation, have under consideration a request that the scale be raised from 65 to 85 cents an hour. The proposal was made by members of Local No. 6, who look after general cargo work. Those of No. 5 are employed on vessels of the San Francisco & Portland Steamship Company. It is understood no effort is being made by No. 5 to increase wages.

The unions at St. Helens, Rainier and Astoria have joined with No. 6 in the request for an increase. The principal argument advanced is that unless the scale is raised it will be difficult to obtain longshore workers, for better pay is said to be available in shipyards and on fishing vessels.

As in the case of previous wage advances granted longshoremen, it is expected that the Portland and Columbia River interests will be governed by the action taken on Puget Sound. Employers say that outside men will have to be obtained to work large vessels, there not being enough longshoremen to insure full gangs when more than one carrier, such as the 8800-ton steamers being built, are loading at a time.

ENTRANCE SURVEY FINISHED

Channel Between River and Ocean Maintained During Winter.

Aboard the tug Geo. H. Mendell a surveying crew that has been engaged in a quarterly survey of the entrance to the Columbia River, returned yesterday and it is said unofficially that the soundings show the channel has "held up" during the Winter as was predicted. The 40-foot channel there will be widened this season and the influence of the jetties is depended on to maintain the road, as is now being done with the narrower route.

The dredge Chinook will be drydocked and finish her overhauling this month, after which she will return to the entrance to undertake the widening programme. Favorable weather will make it possible for her to complete the project this season. Details of the survey and a complete chart will be worked out at the headquarters of the Second Portland District, United States Engineers, in advance of the Chinook's leaving here. Surveys will be made each quarter while she is operating.

MARINERS CAN TAKE BONDS

Steamship Line Will Subscribe for Men Afloat as Well as Ashore.

In line with the policy of shipyards and steamship lines here, H. F. Alexander, president of the Pacific Steamship Company, has issued a circular to all employes, afloat and ashore, advising them that they may purchase liberty bonds through the company in any denomination so long as the amount does not exceed 25 per cent of the employe's annual salary. The company will make the bond subscription for its employes, they to be taken care of in 10 payments. Frank Bollam, Portland agent, was so informed yesterday.

The Oregon shipyards, machine shops and other marine organizations are endeavoring to outdo each other in the amount of bonds subscribed by the managements and employes, and it is not believed any having set a maximum amount so far will fall short. It is a case of over the top in every establishment.

J. A. EVES GAINS PROMOTION

Tacoma Man Made General Manager of Todd Corporation.

TACOMA, Wash., April 6.—(Special.)—J. A. Eves has been promoted from assistant manager to general manager of the Todd Drydock & Construction Corporation at Tacoma. The announcement was made by C. W. Wiley, president of the Todd Shipbuilding interests in the Northwest.

Mr. Eves made an excellent showing in laying down the steel freighter Tacoma launched a week ago. He has four other steel ships on the ways and when W. H. Todd, president of the affiliated corporations, was here to attend to the launching he announced that contracts for 10 steel ships, costing $15,000,000, in addition to the seven for which contracts were previously held, had been obtained for the Tacoma plant. The yard here was laid out by Mr. Wiley.

DAILY CITY STATISTICS

Marriage Licenses.

LOGAN-KRUEGER—John W. Logan, 25, 994 Alberta street, and Paula E. Krueger, 19, 875 Capitol street.

MOTT-ANDRE—Clare F. Mott, 26, Vancouver Barracks, and Helen E. Andre, 19, 1440 Williams avenue.

PALMBLAD-STAFANSON — Albert F. Palmblad, 22, Gresham, and Hilma Stafanson, 21, same address.

WARREN-JONES—George J. Warren, legal, 334 East Twelfth street North, and Frances E. Jones, legal, Fifty-second street and Hawthorne avenue.

SLOSSER-SOOLY—Anton Slosser, 22, 386 North Nineteenth street, and Kate Sooly, 18, 23 Humboldt street.

MORRISON-McCRUMMER — Norman J. Morrison, 24, Multnomah Hotel, and Mary McCrummer, 24, same address.

SCHMIDT-ZWALD—George Schmidt, 22, 495 East Denver, and Frieda Zwald, 20, Sixtieth street and Sixty-fifth avenue Southeast.

SMITH-BASSETT—Arthur W. Smith, 23, 601 Lexington street, and Gladys Bassett, 20, 466 Leo avenue.

WOODY-DUNLAP—Edgar F. Woody, 18, 1426 Knowles street, and Reba M. Dunlap, 21, 1610 Fowler street.

PRATT-HUTCHENS—William E. Pratt, 28, Vancouver Barracks, and Alice Hutchens, 18, 251 Broadway.

LORENZEN-JOHNSON — John L. Lorenzen, 24, 814 Burr street, and Bessie L. Johnson, 21, same address.

Vancouver Marriage Licenses.

JOHNSON-SURFACE—William H. Johnson, 20, of Vancouver, Wash., and Alta G. Surface, 16, of Vancouver, Wash.

McCLURE-LONG—John Carlisle McClure, 35, of Portland, and Grace M. Long, 21, of Portland.

YUNKER-HUBBARD—Albert A. Yunker, 27, of Portland, and Mildred M. Hubbard, 26, of Portland.

WILDMAN-STEWART—Julius H. Wildman, 26, of Portland, and Carrie Stewart, 19, of St. Helens, Or.

PETERS-ANDERSON—Fred E. Peters, 30, of Pendleton, Or., and Ida M. Anderson, 21, of Pendleton, Or.

ANDERSON-KRISKI—Hans Anderson, 43, of Astoria, Or., and Impi Kriski, 31, of Astoria, Or.

PEDERSEN-HUNT—Andrew Pedersen, 35, of Portland, and Mrs. Ida Martina L. Hunt, 37, of Portland.

GRAHAM-REED—Abraham Thomas Graham, 22, of Portland, and Lillian L. Reed, 19, of Portland.

Births.

WEITZEL—To Mr. and Mrs. Jack Weitzel, 765 East Fourteenth street, April 3, a daughter.

LEE—To Mr. and Mrs. George N. Lee, 846 Vaughn, April 2, a son.

LAROY—To Mr. and Mrs. Floyd Leslie LaRoy, 542 East Oak, March 29, a daughter.

FOSTER—To Mr. and Mrs. Ira D. Foster, 780½ Mississippi avenue, April 1, a daughter.

HERRMAN—To Mr. and Mrs. George F. Herrman, 1002 East Madison, April 4, a son.

DOUGLAS—To Mr. and Mrs. Samuel H. Douglas, St. Johns, Or., April 3, a daughter.

DIERINGER—To Mr. and Mrs. Frank B. Dieringer, 624 Milwaukee, April 2, a daughter.

EDMUNDS—To Mr. and Mrs. Earl E. Edmunds, 1530 East Salmon, April 4, a daughter.

ABLESON—To Mr. and Mrs. Oscar Ableson, 194 Seventeenth, March 24, a son.

HUSBAND—To Mr. and Mrs. Golden Percy Husband, 410½ Hawthorne, March 29, a daughter.

NEWROCKI—To Mr. and Mrs. C. F. Newrocki, 1484 East Stark, April 1, a son.

SPEER—To Mr. and Mrs. Henry Speler, 764 East Twelfth, April 3, a son.

HORATS—To Mr. and Mrs. William Horats, 762 East Madison, April 4, a son.

Building Permits.

J. P. MARTIN—Repair one-story residence, 686 East Seventy-first street North, between Klickitat and Siskiyou; builder, same, $300.

EDWARD KALLMAN—Repair one-story shack, 80 East Delaware, between Taylor and Salmon; builder, same; $50.

STOKES & ZELLER—Repair three-story apartment building, 407 and 409 East Couch street, between Grand avenue and East Sixth street; builder, same; $60.

W. A. JONES—Erect garage, 1181 East Twenty-fifth street North, between Emerson and Killingsworth; builder, same; $350.

FRANK MERRILL—Erect grandstand, Fessenden street, between Smith avenue and Hudson street; Grant Smith-Porter Ship Company, builder; $3000.

C. SCHEULDERMAN—Erect garage, 924 East Twentieth street North, between Prescott and Skidmore; builder, same; $35.

NORTHWEST STEEL CO.—Repair one-story plate shop, foot of Sheridan street; Portland Bridge & Building Company, builder, $11,000.

NORTHWEST STEEL CO.—Repair one-story shop, foot of Sheridan street; Portland Bridge & Building Company, builder; $2100.

MRS. JETTE—Repair three-story hotel, St. Helens road; builder, same; $150.

IDA M. PIKE—Repair one-story residence, 1105 East Twenty-third street North, between Sumner and Emerson; builder, same; $90.

MRS. MONTGOMERY—Repair one garage, 285 Knott street, between Williams avenue and Rodney avenue; N. W. Stayton, builder, $25.

J. F. WATSON—Repair one-story store building, 69 First street, between Oak and Pine; Melton & Co., builder; $20.

MRS. M. ROOT—Repair one and one-half story residence, 296 East Seventy-second street North, between Clackamas and Multnomah; R. E. Jenkins, builder.

MRS. L. GEISLER—Repair one and one-half-story residence, 1134 East Thirteenth street, between Emerson and Killingsworth; builder, same; $35.

R. MONTEITH—Repair two-story store and apartment building, 689 Alberta street, between Nineteenth and Twentieth streets; D. J. Hughes, builder; $25.

A. COHN—Repair six-story store and office building, 303 Stark street, between Fifth and Sixth; Vanderhoef Bros., builder; $95.

WILLIAM R. SHELTON—Erect one-story residence, 1362 East Seventh street, between Holman and Magnolia; builder, same; $750.

A. M. LEUIS—Erect one-story shack, 81 Jarrett street, between Concord and Campbell; builder, same; $300.

J. C. PRENTISS—Erect garage, 6814 Forty-sixth avenue, between Sixty-seventh and Sixty-eighth streets; builder, same; $35.

CHARLOTTE KENWORTHY—Repair one-story residence, 6618 Fifty-fifth avenue, between Sixty-sixth and Sixty-seventh streets; builder, same; $35.

H. FAILING ESTATE—Repair four-story store and office building, 164 Third street, between Morrison and Yamhill; builder, same; $950.

NORTHWEST STEEL CO.—Repair one-story shop, foot of Sheridan street, Portland Bridge & Building Company, builder; $5500.

S. T. CASLOW—Erect garage, 1261 Albina, between Jessup and Simpson; builder, same; $60.

H. W. FRIES—Repair dock foot of Yamhill street, between harbor line and Front; F. H. Brandes, builder; $150.

WORLD'S RECORDS MADE

LOW AND HIGH HURDLE MARKS LOWERED BY LOOMIS.

Great Lakes Training Station Indoor Meet Won by Chicago Athletic Club With 38 Points.

GREAT LAKES, April 6.—Two world's records and four Central Amateur Athletic Union marks were established in the annual indoor track and field championship meet of the Central Amateur Athletic Union, held today at the Great Lakes Naval training station. The meet was won by the Chicago Athletic Association team, which bagged 38 points. The Navy was second with 32 and the Illinois Athletic Club third, with 23.

The world's records were set by Frank Loomis, of the Chicago Athletic Association, in the 120-yard low and high hurdles, which were raised for the first time over a straightaway indoor track.

Loomis cleared the high hurdles in 15 seconds and shot over the low stiles in 13 2-5.

DAILY METEOROLOGICAL REPORT.

PORTLAND, April 6.—Maximum temperature, 68 degrees; minimum, 36. River reading, 8 A. M., 6.9 feet; change in last 24 hours, 0.3-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total since September 1, 35.43 inches; normal, 37.41 inches; deficiency, 1.98 inches. Sunrise, 6:41 A. M.; sunset, 7:45 P. M.; total sunshine, 10 hours; possible sunshine, 13 hours, 4 minutes. Moonrise, 4:02 A. M.; moonset, 2:34 P. M. Barometer (reduced to sea level), 5 P. M., 29.80 inches. Relative humidity at noon, 38 per cent.

THE WEATHER.

STATIONS.	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	30	58	0.00	..	SE	Pt. cloudy
Boise	36	64	0.60	..	NE	Pt. cloudy
Boston	34	62	0.00	..	S	Clear
Calgary	..	62	0.10	20	S	Rain
Chicago	46	56	0.16	20	S	Rain
Denver	34	54	0.00	16	NW	Clear
Des Moines	40	56	0.20	8	W	Clear
Eureka	42	58	0.00	4	NE	Cloudy
Galveston	62	70	1.28	14	N	Cloudy
Helena	30	38	0.06	4	NW	Cloudy
Juneau	28	..	0.01	4	NE	Cloudy
Kansas City	42	*62	0.30	22	NW	Clear
Los Angeles	52	68	0.00	..	SW	Pt. cloudy
Marshfield	34	64	0.00	..	SW	Pt. cloudy
Medford	37	66	0.00	4	NW	Cloudy
Minneapolis	42	62	0.38	6	SE	Clear
New Orleans