SIXTH FRENCH SHIP **SLIDES DOWN WAYS**

Flags of America and France Adorn Bow of Schooner Lieutenant Granier.

IRICOLOR FLOATS AT YARD

Foundation Company Has Still 16 More Ships to Be Built to Aid Bleeding Republic of War-Stained Europe.

Each succeeding launching of French tonnage in Portland harbor witnesses manifestations of greater feeling for the bleeding republic across the seas, and the fact it has been necessary for the heroic French to appeal to the United States to assist them in assem bling sufficient tonnage to withstand the Hun onslaught, is realized as another of the bonds that have so closely united the tricolor and the Stars and Stripes in the trenches across the At-

The Foundation Company has two Immense flagpoles at its plant. From the truck of one is flown the tricolor, and from the other, of equal size, is Old Glory. When ships are launched there both flags are displayed and there is a general commingling of the colors, but yesterday, when the steam auxiliary schooner Lieutenant Granier left the ways, an unique decorative effect was witnessed, two small flags, one of France and the other of America, havbeen made fast at the very tip of

New Ideas Introduced.

Like a degree team the crew working on each vessel has been drilled in launching tactics, until now the instant a whistle is sounded the last control holding the ship on the ways is knocked out, and away she goes the control holding the ship on the ways is knocked out, and away she goes have the core hours was signalled. js knocked out, and away she goes. Just as the noon hour was signalled yesterday Miss Doris Cavender, of Seattle, whose uncle, Captain Kildail, is one of the inspectors there for the French government, swung the ribbon-covered bottle of champagne against the stem of the ship, where it broke and a foamy circle appeared, being in evidence as the vessel slid riverward and until she settled in deep water. In the past the crews have striven In the past the crews have striven for first place in assembling the three sections of the next keel on the blocks, but yesterday new ideas were intro-duced, the keel being placed on the blocks with the false keel boiled into

Fourteen Others Are to Follow. Six of the French carriers have been floated to date and 14 others are to follow. The Lieutenant Granier was launched from Ways No. 3. She is 286 feet long, with a beam of 44 feet and depth of hold of 21 feet. The first yessel, the Commandant Roison, is having her machinery connected up and all of the "topside" work completed, so is to be ready for trial shortly.

all having been in readiness side the ship, and was slipped into

all of the "topside" work completed, so is to be ready for trial shortly.

A visitor at the plant yesterday to see the launching was Leon Mannoni of Washington, D. C. inspector of navigation for the French commission. He has been on Puget Sound about a month, looking after 20 vessels building at the Tacoma plant of the Foundation Company, and expects to spend much of his future time in Portland, planning to remain on the Pacific Coast about 10 months.

Emergency Fleet News Has Official Statistics.

PORTLAND'S SHOWING FINE about 10 months.

OF SARFU SHUOT WORK SEAMEN MUSI WUKK

NO "SNAPS" INVOLVED IN MAKING TRIP TO ATLANTIC COAST.

Nautical School Head Surs Cadet Officers Will Be Taken on Const Lines After Few Weeks' Study.

There are no "soft anaps" on steam

ers the Shipping Board is placing in acruice. Neither are there to be any "excursion trips" for those who wish to sign on simply as a means of get-

are satisfactory to masters of the vessels on which they have been assigned, they will be permitted to take examinstion as third officer.

Professor Williams has a class of young men now, sessions being held the school, located in the Portland Italiway, Light & Power Company's building at First and Alder streets.

Movements of Vessels.

ASTORIA. May 11—Sailed at 1:30 P. M., berkentime James Tuft, for Sydney, Arrived at 3 P. M., steamer Santiam, from San Francisco. Sailed at 4 P. M., steamer Flavel, for San Pedre. Arrived down at 5 P. M., schooner Gamble. Arrived down at 6:30 P. M., schooner W. H. Marston.

SAN FRANCISCO: May 10,—Sailed at M., steumer Argyll, for Portland. Daniel Kern and barge, from Columbi

WAN PEDRO, May 16.—Arrived—Steams fridad, from the Columbia River.

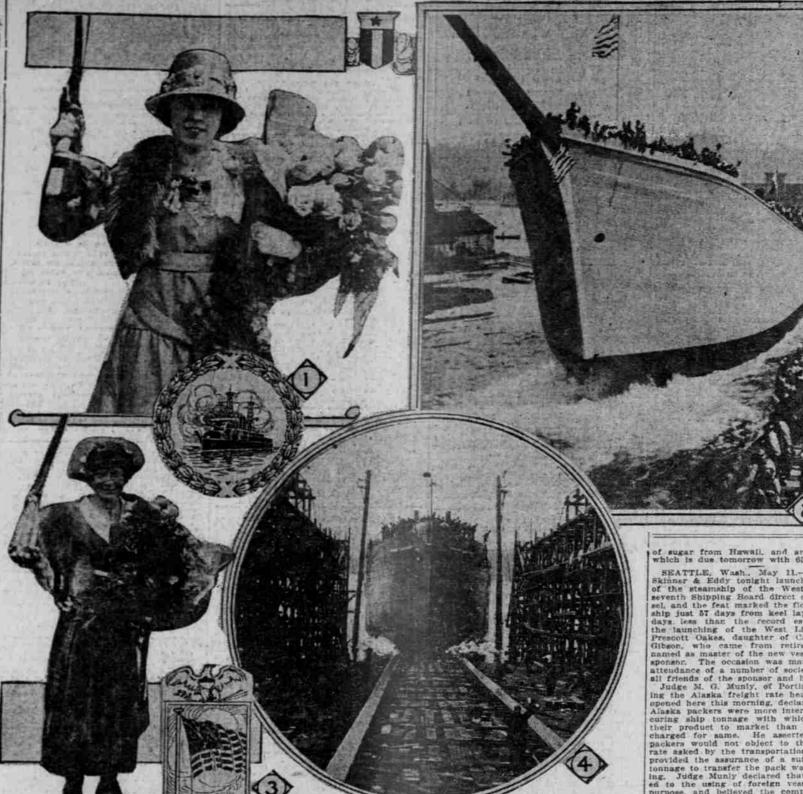
SAN FRANCISCO, May II Arrived-teamer Calllo, from Everett, Salled-Steam-President, for Victoria.

SHATTIE May 11. Departed Steamers and Ana, Jefferson, for Southeastern alaska: power schooler Ruby, for Good-

TACOMA May 11.—Arrived—Quadra, from Settleh Columbia; steamer Armoca, with argo Princese Louise, from British Colum-ie; steamer Fulton, from British Columbia;

Tides at Astoria Sunday.

STEEL STEAMER AND WOODEN AUXILIARY, ONE FOR AMERICA AND THE OTHER FOR FRANCE, GO INTO THE WATER WITHIN 15 MINUTES OF EACH OTHER AT PORTLAND YARDS



-Miss Doris Cavender, Sponsor for Lieutenant Granier. 2-Launching of Lieutenant Granier at Noon. 3-Mrs. Vilhein Reimann, Who Christened Point Adams. 4-Point Adams as She Entered Water at 12:15 oClock.

Steel and Wooden Hulls Afloat in Columbia and Willamette Rivers Will Be Able to Carry 152,100 Tons.

In the latest issue of the Emergency Fleet News to arrive, dated May 6, Portland steel shipyards are credited with having delivered 11 steel vessels to the Government, totaling \$5,800 tons deadweight. Two more will be turned over in a few days, the Westhampton, which left here last night to go on her endurance run off the entrance to the Columbia River today, and the West

to sign on simply as a means of getting passage to the Atlantic Coast.

That is true in assembling crews
now for vessels being started as well
as in the selection of men with high
school and college education who are
to serve as junior officers with the
intention of turning them out as efficient deck officers when their period
of training ends.

Professor Arthur Williams, in charge
of the nautical school, said yesterday:

"We have succeeded in gaining the
consent of several steamship lines on
the Coast to accept cadet officers after
they have had from four to six weeks'
training in the school. The men so
training in the school. The men so the Coast to accept cadet officers after they have had from four to six weeks training in the school. The men so instructed at the Portland school are to be assigned to the new ships building here. The pay for the first year is to be \$75 a month, to be provided by the Shipping Board, that being applicable even should the men serve on privately owned vessels, as they are to do at other Pacific Coast ports for the nessent. "On finishing one year of such service, providing records as cadet officers are satisfactory to masters of the vessiance of t with the carriers that have been de

With the two vessels about to be With the two vessels about to be delivered, five others of the same size that are in the water and four of the 3800-ton class in the water, a total of 76,000 tons of steel ships are afloat at Portland for the Shipping Board.

There are 20 wooden ships afloat in the Willamette and Columbia rivers today for Government account, the first of which, the steamer Wasco, will go on her trial trip this week, and they

PORTLAND, May 11.—Arrived—Steamer of which, the steamer Wasco, will go on her trial trip this week, and they camers Washtenaw, for Port San Luis; P. Herrin, for Gaviota.

morning for San Francisco and San Pedro, with freight and passengers for Portland and Astorfa.

The steam schooner Santa Barbara arrived at 7:30 last evening from San Francisco and went to Rainfer to load lumber.

The steam schooner Daisy, leading lumber at Knappton, expects to complete her carge Monday and sulf for-San Francisco.

The steam schooner Halco, that has been loading lumber at the port dock, shifted

ST. HELENS SHIPBUILDING COMPANY SECOND PLANT IN OREGON TO FINISH AND FLOAT HULL OF FERRIS TYPE WOODEN VESSEL.



represent a combined deadweight tonnage of 76,100.

So steel and wooden vessels in the water on which speedy work is being carried out in order to have them ready for service as quickly as possible are to be able to carry 152,100 tons.

ABERDEEN GETS BIG PLANT

Factory to Make Machinery for Ships Will Be Built.

ABERDEEN, Wash. May 11.—(Special.)—Work on a \$1200,000 factory for the manufacturing of machinery for steamers and auxiliary schooners will be started here Monday and the plant will be in operation in 36 days.

The builders are Dougias Brothers, who for 23 years have operated a large foundry here.

SAN PRANCISCO, Cat., May 11.—(Special.)—So urgent is the need of ships for surgent is the need of ships for machine ready for surgent is the need of ships for machine ready for surgent is the need of ships for its file need of ships for cial.)—So urgent is the need of ships for its the need of ships for cial.)—So urgent is the need of ships for its the need of ships for its factory that carries the leavery shandored hull that carries the light part and the Orient and South South

Hull of Issaquena Just Before Christen-ing. Mrs. H. F. McCormick, Sponsor

The builders are Douglass Brothers, who for 22 years have operated a large foundry here.

Confidence in the permanency of the shipbuilding industry, they say, is the reason for their heavy investment in the new plant.

Pacific Coast Shipping Notes.

ASTORIA Or. May 11.—(Special.)—While the barge Isaac Reed was supposed to have a westport yesterday and alliest imbers and suffice for Honolay with passer and correct last evening to put on a number of additional timbers and a force of longshersment was remarked to the standard Correct with the steamer Beaver railed at 2.56 this

In northern waters, Six years ago she was almost account of the permanency of the shandoned in Oakland Creek and was recent; prefered to the steamer and the permanency of the shapping Board as presented in the water. There are to arrive from Honolula and the permanency of the Pacific Coast Shipping Rotes.

The motorship Selandia salled for Sydney via Pago Pago today with general freight. The Winders attack for Honolay with general freight in the steamer Beaver received here. The water the permanency of the steamer Beaver railed at 2.56 this

In northern waters, Six years ago she was abandoned in Oakland Creek and was recent; bring founding makes and the permanency of the shapping Rote of the Shipping Board as perpendent of the permanency of the Tax of Sugar and the Tax of Sugar and

of sugar from Hawall, and another vessel which is due tomorrow with 6500 tons.

SEATTLE, Wash, May II.—(Special.)—Skinner & Eddy tonight launched the hull of the steamship of the West Alsek, the seventh Shipping Board direct contract vessel, and the feat marked the floating of the ship just 57 days from keel laying, or two days, less that the record established in the launching of the West Llangs. Mrs. Prescott Oakes, daughter of Captain J. S. Gibson, who came from retirement when named as master of the new vessel, was the sponsor. The occasion was marked by the attendance of a number of society notables, sill friends of the sponsor and her father.

Judge M. G. Muniy, of Portland, attending the Alaska freight rate hearing, which opened here this morning, declared that the Alaska packers were more interested in securing ship tonnage with which to bring their product to market than in the rate charged for same. He asserted that the packers would not object to the increased rate asked by the transportation companies provided the assurance of a sufficient ship tonnage to transfer the pack was forthcoming. Judge Muniy declared that he objected to the using of foreign vessels for the purpose, and believed the companies could furnish ships if rates were permitted making their operation profitable.

Frank Waiterhouse & Co. today completed a deal whereby they take over the control of the Vulcan Manufacturing Company and steps were at once taken for the increasing of the output and general character of the products of this concern. The price paid is not announced, the transfer having been made through two local banks aring for the stockholders in the old company. R. J. Church will be retained general manager.

COOS BAY, Or., May 11.—(Special.)—The steam schooner Frank D. Stout arrived last

Church will be retained general manager.

COOS BAY, Or., May II.—(Special.)—The
steam schooner Frank D. Stout arrived last
night at 7:39 from San Francisco to ship a
lumber cargo at the Smith mill.

With lumber from the Buehner sawmili,
the steam schooner Hardy sailed for San
Francisco this afternoon at 2:39.

A small fishing boat whose name could
not be made out from the Arago lighthouse, was in trouble at the Coos Bay bar
this evening at 6 o'clock. It was believed
her engine had failed, since the craft was
at anchor. The sea was fairly smooth.

NORWEGIAN INTERESTS BUY LAND IN NEW JERSEY.

Plant to Be One of the Largest in World - Christoffer Hannevig

NEW YORK, May 11. - "Land has been acquired in New Jersey by Nor-wegian shipping interests for the construction of one of the largest ship-yards in the world," it was announced here today by Christoffer Hannevig, of the firm of Christoffer Hannevig, Inc. a prominent Norwegian steamship con-cern with headquarters here. The location of the proposed yard was not disclosed by Mr. Hannevig, who said the M. St. ships to be constructed would fly the tion's

were then sold to the Cunard line, but Sunday outings, after two of them were delivered the others were taken by the Shipping Board. The Western Wave, the last of the original fleet, will be ready the last the original fleet, will be ready the last of the month. Mr. Hannevig is also the owner of two wooden auxiliary schooners the Columbia Engineering Works is building at Linnton, one of which is in the water, the Elvira Stolt. She was launched April 13.

It is said that Mr. Hannevig is not only wealthy but has influential business connections in Scandinavian countries, through which it is assumed he intends to finance the new plant. It has been indicated before that Scandinavians plan to enter world trade stronger than ever before, once the European turmoil is terminated.

Ship Built Here Is 39 Days From Puget Sound by Philadelphia.

Puget Sound to Philadelphia.

Puget Sound to Philadelphia in 39 days is the time credited to the auxiliary schooner S. I. Aliard, of the Mc-Cormick fleet, which has reached the intends to finance the new plant. It has been indicated before that Scandinavians plan to enter world trade stronger than ever before, once the European turmoil is terminated.

U. S. Navai Radio Reports.

All locations given are at 8 P. M. yes'erday, unless otherwise stated.)

PRESIDENT, San Francisco for Seattle, 03 miles from San Francisco for Capa Bay, So miles from San Francisco for Capa Bay, So miles from San Francisco for San Pedro, CELILO, San Francisco for San Pedro, Tiva miles south of Pigeon Point, QUEEN, San Francisco for San Pedro, CURACO, Ketchikan for Alitak, So miles from San Francisco.

CURACO, Ketchikan for Alitak, So miles west of Capa Ommansy at 8 P. M. May 10, anylox, towing barge Lawrence, 60 miles off Capa St. Elias at 8 A. M., May 10, northbound.

NORWOOD, Pert Molless for Electronic in Company and a fourth under construction there, the Wells, is being negotiated for. She is a straight sailer being a fivemaster with topmasts and there is talk that if she is disposed of auxiliary engines will be installed by her new owners.

TACOMA OWNERS PREFER OIL NORWOOD, Pert Molless for Electronic in Capa St. Elias at 8 A. M., May 10, north-bound.

bound.

NORWOOD, Port Molleer for Ikatan, in Unimak Pass; strong southeast gale.

ADMIRAL WATSON, left Unalaska for Bristol Bay at 9 P. M., May 10.

WAPAMA, San Francisco for Portland, five miles north of Cape Blanco.

ARGYLL, Oleum for Portland, 326 miles from Portland.

Point Adams Is Launched at Albina Yard.

MRS. REIMANN IS SPONSOR

Vessel Is Sixth Steel Steamer Albina Concern Has Turned Out-Contracts Placed There for Five More Big Carriers.

ontory.

The band of the yard was on hand yesterday and greeted Mrs. Vilhelm Reinmann, of New York City, wife of the vice-president of A. O. Andersen & Co.'s American corporation, who was sponsor for the Point Adams, and the christening was most timely. The bottle was broken against the solid stem of the ship the instant the first stem of the ship the instant the first tell-tale tremor indicated that she had begun her active career. A. O. Andersen & Co. are heavy stockholders in the plant, and as Mrs. Reinmann is visiting here, the guest of Mr. and Mrs. A. Reinmann, her participation in the

ment of steel recently, but now more is moving and considerable quantities have reached the plant. As soon as the material for another keel is ready it will be assembled, and the construc-tion of more halls hurried.

The Point Adams is the last ship of six contracted for at this plant for Norwegian and Danish interests. The Norwegian and Danish interests. The vessels were requisitioned by the Shipping Board, and four more ordered last year, while five more contracts were closed at Washington about a week ago.

The American Arthur Mears, of the Columbia Engineering Works, which plant closed last week to build four wooden steamers of the Baillington the San Francisco &

ican Government will be slightly smaller carriers than the standard ves-sels the Albina interests had laid down The latter were of 3800 tons, deadweight, while the Government ships will be about 2500 tons, the difference being due to changes made in the plans to give the steamers greater speed. The Norwegian and Danish ships were intended for the coasting trade in Europe, and, though given plenty of power, speed then was not so essential as now.

Test of the Corser one-man simultaneous releasing hook, for lifeboats, was conducted restricted in the conducted part of the steamyessel inspectors and of the yard. It was the second test conducted here and was equally as successful as the first conducted here and was equally as successful in the plant of the conducted here and was equally as successful as the first conducted here and was equally as successful in the plant of the conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and was equally as successful as the first conducted here and the first conducted here. The latter were of 3800 tons, dead-weight, while the Government ships will be about 3500 tons, the differso essential as now.

Better Speed Is Expected.

The Point Arena, the first ship com-pleted there, which has a deadweight capacity of 3300 tons, reached San Francisco Friday from Honolulu after a voyage of 11 days and seven hours. The alm of the Emergency Fleet au-thorities is to cut down the running time considerably, and with the later Albina ships it is believed a marked increase in speed will be realized,

ORANGE, Tex., May 11 .- The City o Bonham, one of the largest wooden ships yet built, was launched successfully here this afternoon. The vessel is 320 feet long and 47 feet wide. It was designed by A. A. Dougherfy, whose design of a vessel has been accepted as a model by the United States Shipping Board.

ST. HELENS IS MECCA TODAY

Grant Smith-Porter Workers to Visit Down River Shipyard.

Two of the river fleet have been im pressed for excursion purposes today, aminers has no power to issue an orthe steamer Beaver, of the Clatskanine der of disbarment, the Supreme Court Transportation Company, and the Joseph Kellogg, of the Kellogg Trans-Joseph Kellogg, of the Kellogg Tank portation Company, having been char-tered by the Grant Smith-Porter Ship Company's force for a trip to St. Helens. The ball team of that yard act passed in 1917 is upheld, and the will play the St. Helens Shipbuilding court confirm the fludings against Company's men and there will be other Bruss by formally removing him from entertainment as well. The steamers will leave Washington-street dock at

The Kellogg has been chartered for a St. Helens trip next Sunday, the G. M. Standifer Construction Corpora-

Norwegian flag, but would be used in American trade.

Mr. Hannevig is personally known to Portland shipbuilders, having placed the first eight contracts for \$890-ton steamers taken by the Northwest Steel Company. The vessels contracted for tracting the contract of the c

ALLARD IS IN SPEED CLASS

The city of St. Helens, which recen completed her first round voyag

Shrotage of Stokers Reported Puget Sound Ports. TACOMA, Wash., May 11,-(Special

ARGYLL, Oleum for Portland, 326 miles from Portland.

MULTNOMAH, Seattle for San Francisco, 45 miles south of Cape Flattery.

WAHKEENA, Everett for San Pedro, five miles north of the Columbia River.

FRED HAXTER, Everett for San Pedro, 51 miles south of Umatilia lightship.

ADMIRAL SCHLEY, San Francisco for Seattle, 196 miles from Seattle.

—Steamship companies operating out of Tacoma will make an effort to retain oil as fuel instead of using coal, according to the Fuel Administration. They say that it is impossible to get stokers to handle coal, let alone having new equipment installed for burning it.

The Pacific Steamship Company Garland line, Alaska Steamship Company Garland line, Alaska Steamship Company -Steamship companies operating ou of Tacoma will make an effort to re Garland line, Alaska Steamship Com-rany and many other corporations op-erating boats between British Colum-

April 13, stevedores are being request-ed by the longshoremen to pay back wages due. Just what is to be done stevedores say they are unable to make

Part of the work was performed on Government vessels at the low scale and has been paid for, so it is rea-soned there is little prospect of hav-ing the additional wages provided. In the case of privately owned vessels longshoremen insisted on the scale de-manded being paid, which was 85 cents and \$1.25. There has not been any suggestion of the difference between that scale and the one fixed by the board being returned. The men gained an eighthour day instead of a nine-hour period through the findings of the board.

SHIPYARD TO CHANGE HANDS

Eddy Interests to Control Seattle Construction & Drydock Co.

OREGONIAN NEWS BUREAU, Wash-Point Adams, the south point at the entrance to the Columbia River, will soon greet its namesake, the sixth steel steamer the Albina Engine & Machine Works has assembled on the ways, for the vessel went into the water at 12:15 o'clock yesterday, and she will be finished in good time. The ship is the first of the "Point" fleet that Mrs. Woodrow Wilson, wife of the President, has named after an Oregon promonitory.

The band of the yard was on hand

Marine Notes.

sen & Co. are heavy stockholders in the plant, and as Mrs. Reinmann is visiting here, the guest of Mr. and Mrs. A. Reinmann, her participation in the ceremony was arranged. A. Reinmann is manager of the Andersen interests and head of the Oregon corporation.

Movement of Steel Delayed.

With the debut of the Point Adams there are four ways empty at the yard, the result of delay in the movement of steel recently, but now more is moving and considerable quantities have reached the plant. As soon as the

Gaining a respite in the busy towing period of the past few weeks all of the Hosford Transportation Company's vessels made port yesterday and were allowed to remain until

Work of unloading copra from the schoon-er Geo. E. Billings was begun yesterday at the Fifteenth-street terminal.

Office employes of the San Francisco & Portland Steamship Company enjoyed a half holiday resterday while the interior of the office was being renovated.

inspection service, has approved the device and telegraphic information is being awaited from Washington as to final approval. They will be manufactured by the Pacific Boat & Iron Works and orders have been placed by builders contingent on word from Washington.

Columbia River Bar Report NORTH HEAD, May 11.—Cendition of the ar at 5 P. M.; Sen, smooth; wind, north-

STATE BOARD REVERSED

LAW EXAMINERS WITHOUT POWER TO DISBAR ATTORNEYS.

Washington Supreme Court Reserves to Itself Authority to Actually Deny Right to Practice.

OLYMPIA, Wash., May 11 .- (Special.) -Washington's State Board of Law Exand the held today, in ruling on a test case

Bruen by formally removing him from

practice in the state. Hereafter the Board of Law Examiners are directed to hold hearings in cases of accused attorneys and to file findings and recommendations with the Supreme Court, which reserves to itself the power to actually disbar attorneys. Heretofore the board has filed disbar-ment orders, leaving the accused attorney 30 days in which to appeal.

DAILY METEOROLOGICAL REPORT.

FORTLAND, May 11.—Maximum temperature, 70 degrees; minimum, 45 degrees. River reading at 8 A. M. 13.3 feet; change in last 24 hours, none. Total rainfall 65 F. M. to 5 F. M.), none; total rainfall since September 1, 1917, 36.51 inches; normal rainfall since September 1, 40.50 inches; deficiency of rainfall since September 1, 10.7, 169 inches, Sunrise, 5.43 A. M.; sunset, 8.31 F. M. Total sunshine, 14 hours, 48 minutes, Moonrise, 6.28 A. M.; moonset, 19.25 F. M. Barometer (reduced to sea jevel) at 5 F. M. 30.22 inches. Relative humidity at noon, 54 per cent. THE WEATHER.

	K	1 =	1 3	1 11	ind	
	dinimum temperature	5	24 hours	Velocity	Bearing to the	weather
Baker Moise Boston Calgary	38	68	0.00	12	N	Clear
Moine	42		0.00	12.0		
Boston	2.2	68	0.00	142	25 617	The selection
Calgary Chicago Denver	440	70	0.00	-	20.00	Clauder Cloudy
Cnicago	2001	4000	0.00	2.5	NEW	Clouds
Den Moines	48	HELL	0.00	12	NE	Clear
Des Moines Eureka	19	54	0.00		NW	Cleur
Galveston		80	0.00	65-03	SE	Cloudy
Helena	30	62	0.00	15	W	Cloudy
Galveston Helena Juncaut Kansas city	36		0.00		N	Clear
Kansas city	54	02	0.00	12	NE	Cloudy
						Clear
Marshfield	+10	73	0 00		N. XX	Clear
Medford Minneapolis	48	62.51	0.00	E	UU	Clear
New Orleans	70	54	0.00	COL		Cleur
New Orleans New York	48	88	0.241	10 3	8	Pt. cloudy
North Head	. 37	(30)	0.00)	2012	SW	Cloudy.
North Head North Yakima. Phoenix	48	SO	0.00		SW.	Clear
Phoenix	54	84	0.00		W.	Clear
Pocatello	73-9	50	0.00	101	S.W	Cloudy
Portland	10	74	00.0	0	N VV	Clear Clear
Roseburg	50	78	0.00	tob	COL	Clear
St. Louis	52					Rain
Rair Laire	42	58	T	12/2	VW	Cloudy
San Diego San Francisco	50	磁符 4	0.00	12	W	Clear
San Francisco	48	62	000	2015	W	Clear
Senttle	46	66	0.00	3	W	Clear
Sitka*	55	631	0.00	23	N.W.	Clear
Spokane	40	351	00.0	1 1	CORN	Clear
Pacoma	46	500	0.00	14	17.00	Cloude
Intoort thinnu	7.4	1	0.02	33))		Cloudy
Valdest Walla Walla.	50	74 6	00,00		W	Clear
Washington	52	72 (00		0 1	Pt. cloudy
The property of the last of th	50	17.4 1	001	1918	27	The oliversian

FORECASTS. Portland and vicinity—Fair and warmer; northwesterly winds.

Oregon and Washington — Fair and warmer; moderate northwesterly winds.

Idaho—Fair and warmer.

EDWARD L. WELLS, Meteorologist.

tA. M. report. *P. M. report of preceding

Read Harley's article, page 17 .- Adv.