

FIRST WOODEN STEAMSHIP

Wasco's Departure Marks the Setting of Another "First" Record for Oregon.

STEAMER MOVES OFF WELL

Engines Work Finely and Speed Requirement Is Exceeded—Large Party of Guests Make Trip Down the River.

Now, its "Oregon First" on sea and land, for which the Grant Smith-Porter Company steamer Wasco left Portland for the sea last night she was the first wooden steamer ordered by the Emergency Fleet Corporation to get into yards in every part of the United States were striving for the honor and the glory which is Oregon's marks it as one of the greatest achievements of the war.

The Wasco was one of the first keels laid by the big yard at St. Johns, and was officially designated at that place as hull number 256. Work actually began on her in October of last year. She was launched on February 17, not the first wooden hull to take to water, but that very nearly.

Even as the invited guests of the builders began arriving at the yard at St. Johns yesterday morning to witness her departure, men were actually putting on the final touches, stowing away supplies, or adding this and that, electricians and other mechanics could be seen working away and yet when she steamed away from the dock she was a completed vessel, every detail in harmony with the demands of the sea.

Shouts Given in Sendoff. Her first passengers were hardly on board when a great shout from the dock indicated that the first vessel ever built by wooden builders for the United States Government was on its first journey. The crowd on board joined in the shout and a dozen hoarse-throated whistles and other ships and plants nearby added to the din.

On shore among the workers who had hurried here, there being no many a wistful face, envious of the 30 or more men from the plant of the builders who were to accompany the Wasco down the river on her first trip to the open sea. The men on board were both placing stores and acting as temporary crews, as she had not been completely manned by the Government.

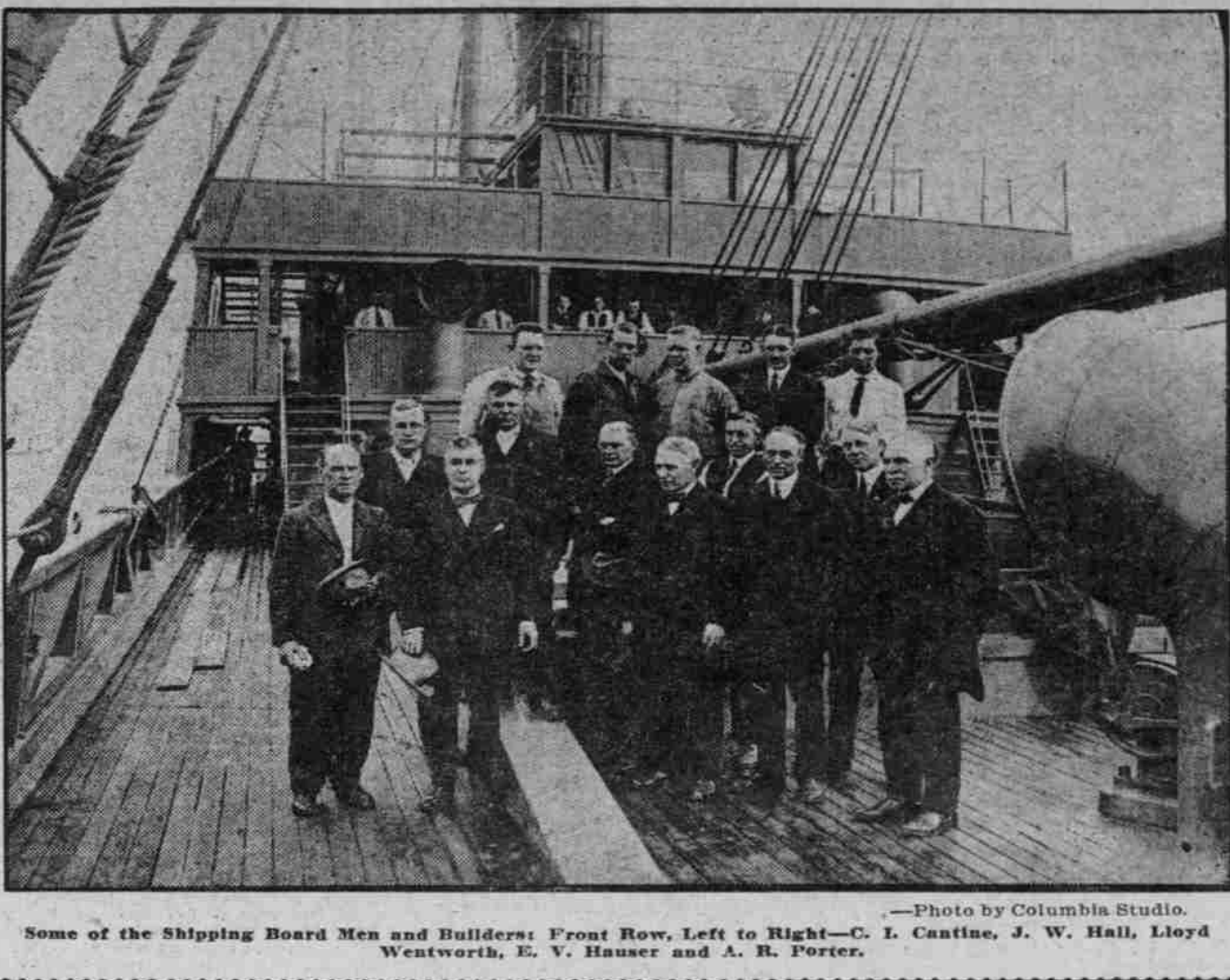
Her first trip down the river showed that she would easily surpass the 10 knots specified in the contract. She made 12 and according to her master was not nearly utilizing the full driving force of the 2000 horse power.

The most commented feature was the ease with which the two triple expansion reciprocating engines drove her down the river, there being no vibration noticeable anywhere on the decks or even in the hold over the propeller shafts.

She cleared her position at the docks easily and gracefully, and answering quickly each turn of the wheel bend her down the river was quickly passed until the lower end of the river Island was left astern. Then, for a moment she gave indication of far greater speed than was called for or expected by the Government or the builders.

Both representatives of the Shipping Board and the Government, as well as E. V. Hauser, manager of the Grant Smith-Porter-Guthrie Company, stated on the return that so far the first vessel built by wooden builders fulfilled expectations. Technically, the Wasco is known as the Hough pattern.

GROUP OF MEN IDENTIFIED WITH CONSTRUCTION OF STEAMER WASCO WHICH WENT TO SEA YESTERDAY.



Some of the Shipping Board Men and Builders: Front Row, Left to Right—C. I. Cantine, J. W. Hall, Lloyd Wentworth, E. V. Hauser and A. R. Porter.

LINER BEAVER BACK

Career as Naval Transport Stops Short of Voyage.

TRAFFIC NEEDS HEADED

All Details of Accepting Vessel by Naval Official Carried Out and Then Order of Commanding Is Rescinded.

One week ago yesterday the liner Beaver was in the Navy. Yesterday she was back in her berth at Alnsworth dock, a change Captain Tibbets and other officers aboard the ship did not dream could be brought about. When it was demonstrated to the satisfaction of the authorities at Washington that the Portland-California route would suffer severely if the vessel was withdrawn, even though for war purposes, the action commanding her was rescinded.

And the way the Beaver family tells the story it is easy to appreciate how confidently they expected the big ship to soon become part of the Navy holdings. There is no question but that they rated the Beaver a fine ship and exactly suited for the purpose intended.

The prospective change from a merchantman to a Government ship did not check the crew. Lars Peterson, who has served under Chief Engineer Jackson several years, latterly as a deck officer, because when the second assistant engineer went to another ship, believing the Beaver was to be manned by Navy men, Evan Williams was named second assistant and Gjersten advanced to the berth of third assistant.

There is yet to be another new one in the outfit as the Beaver sails at 10 o'clock tonight for the south as Edward Wheeler, 16 years of age and already an experienced river steerman, will be signed as cabin boy. Though young in years, he has been on the crew list of the dredge Clatsop, also signed as a logger aboard the steamer Nestor, and now wants to try deep water. His mother is connected with the Y. M. C. A., and the youth is anxious to be started on the road toward a master mariner's ticket.

RIVER'S RISE IS NOT RAPID

Stage of 14.1 Feet Predicted in Willamette Here Tuesday. At 8 o'clock last night a stage of 12.4 feet above zero was registered on the official gauge in the Willamette River at Portland, an increase of only two-tenths of a foot in 12 hours. The Weather Bureau forecasts is that the stream will rise steadily for a few days and attain a height of 14.1 feet Tuesday. That is nine-tenths of a foot under the official flood stage.

Table with columns: Station, Height, and other data. Includes stations like Wenatchee, Lewiston, The Dalles, Eugene, Salem, and Portland.

WATER RATES GO UP

McCormick Line Announces Higher Fares South.

CHANGE EFFECTIVE SOON

Advance Follows That of San Francisco & Portland Company Week Ago—Reduced Vacation Traffic Is Expected.

PLANTS WORK 12 HOURS

SHIPWORKERS ENABLED TO OBTAIN HALF HOLIDAY BY PLAN.

Day Shift Labors Until Noon; First Night Shift Until 4 P. M. and Last Shift Until 8 P. M.

In the three steel shipbuilding plants maintained at Portland men worked a total of 12 hours yesterday, so each of the three shifts was given four hours off to conform to the Macey Wage Adjustment Board's plan of affording the shipyard workers a weekly half holiday during June, July and August.

SHIP PLANS ARE CHANGED

Government Favors Shifting Machinery Aft in New Vessels.

Certain changes in the original plans, such as shifting the machinery further aft, also that Lloyd's is to pass on the plans and specifications, as well as the American bureau, are given as reasons why final approval of the Fred A. Ballin design for a 500-ton composite ship has been delayed.

TUG PRESSED INTO SERVICE

Equator Once Home of Robert Louis Stevenson.

TACOMA, Wash., June 8.—(Special.)—A tug named the Equator, once the home of Robert Louis Stevenson, but now a humble tug, the Equator is discharging a cargo of lumber from Vancouver. The tug belongs to the Cary-Davis Towboat Company of Seattle, but for years was operated by the Northwestern Fisheries Company.

STEEL IS RUSHED WEST

Immense Consignment Is Coming by Express.

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Counted as Important as Dispatch of Troops.

Shipping Board plans for the construction of a modern drydock at Portland provide for a plant with a lifting capacity of 12,000 tons, information to that effect having been imparted to certain builders. The details are being worked out at Washington, having been started by both the steel and wooden construction departments of the Emergency Fleet Corporation when it was evident that the Oregon drydock was to be taken to Puget Sound by the Hefferan interests and that the Port of Portland drydock could not lift all of the ships that might require dry-docking about the same time.

PORT DRYDOCK INADEQUATE

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51 BIG BOILERS BUILT

Willamette Iron & Steel Exceeds Previous Output.

Company Has Today Approximately 1800 Men on Payroll, Contrasted With 200 Employed in 1914.

Testing 15 big Scotch marine boilers in May, the Willamette Iron & Steel Works, which is admittedly the largest boiler maker in the United States, exceeded its best previous output for one month by three boilers. The June work will witness the testing of 12 boilers.

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NEED FOR DRYDOCK

Plant to Have Lifting Capacity of 12,000 Tons.

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WOMEN AT SHIPYARD ADOPT 20 FRENCH WAR ORPHANS.

Women at Shipyards Adopt 20 French War Orphans.

TAG-DAY SALE NETS \$2000

Carry On Club at Foundation Plant Proposes to Care for One Child for Every Schooner Built for France.

Over in France are 20 war orphans who need not go without the necessities of life for the ensuing year, for they have been officially adopted by the loyal women employees of the Portland yard of the Foundation company, which has a contract for turning out 20 steam auxiliary schooners for the land of the tricolor. For every vessel launched there will be a child taken care of.

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Advertisement for shipbuilding materials: "We manufacture for Shipbuilders BOAT SPIKES BOLTS SHIP RIVETS NORTHWEST STEEL CO. Portland, Oregon."