THE SUNDAY OREGONIAN, PORTLAND, JUNE 9, 1918.



And the way the Beaver family tells Adjustment Board's plan of affording vies Island was left astern. Then, for a moment she gave indication of far

stated on the return that so far the first vessel of this type had more than fulfilled expectations. Technically, the Wasco is known as the Hough pattern.

vies 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 bullders. Both representatives of the Shipping Board and the builders were pleased and E. V. Hauser, manager of the Grant Smith-Porter-Guthrie Company, stated on the return that so far the remarked Purser Heywood yesterday, in commening on how businesslike the Navy men had gone about the details cesterdar, "bit" until 8 o'clock and the day was said the details until tomorrow morning.
In Brang-In the wooden yards there was no said the work performed in the afternoon by the day shifts. Just what is to be done from \$11 and \$12 in the cabin and \$7 steerage for \$12.50 and \$20 in the cabin and \$15 steerage. To San Pedro the fares went from \$17 and \$20 in the cabin and \$15 steerage. To San Pedro the fares went from \$17 and \$20 in the cabin and \$15 in the cabin and \$12.50 steerage to \$22.50 and \$31 in the cabin and \$12 in the cabin and \$12 in the cabin and \$12 in the cabin and \$15 steerage. To San Pedro the fares went from \$17 and \$20 in the cabin and \$12 in the cabin and \$20 in the cabin and \$20 in the cabin and \$12 in the cabin and \$20 in the cabin and \$2 of accepting the vessel. Tom Brang-win, steward of the Beaver, said the checking system was most complete. every item on the ship having been listed and segregated. Pillows were bound in bales, an equal number in each, also mattresses; while cullnary articles were as perfectly separate and counted, and, to listen to th termined this week when the voting added. Beaverites recount their experiences at the Navy-yard within the Golden Gate, it would seem as if the fighting deepends. had unshipped everything but the funnel to find the number, size and had unshipped funnel to find the number, size previous service. The prospective change from a mer-chantman to a Government ship did good to one of the crew. Lars Gjertsen, who has served under Chief Engineer jackson several years, latterly as a water-tender, because when the sec-ner increase when the sec-ment to anand perty officers in the new merchant backaon several years, interly as a stead of having of the officers and passengers. Another feature which was commented on by members of the party on Williams was named second assistant setting the second setting the s SHIP PLANS ARE CHANGED the rates probably will lease the volume of vacation travel. The pres-ent movement is confined principally to those whose business necessitates travel and it is not believed there will was the compact arrangement of and Gjertsen advanced to the berth of

early

off to conform to the Macey Wage Adjustment Board's plan of affording the shipyard workers a weekly half

The steamer Bancroft is ready on Grays Harbor to be towed here for the installation of her machinery. The work on all vessels from that yard will be looked after by the Grant Smith-Porter force here, the Portland plant having been awarded a contract for fitting out the Grays Harbor ships, which were hull contracts originally.

the South Portland yards it is proposed that the Southern Pacific line from the foot of Meade street to Glisan street Bottle of Perfectly Good Champagne Used in Ceremonies. used as a crosstown transfer line This service would intersect or ap-proach within one or two blocks all existing lines of the streetcar com-ABERDEEN, Wash, June & .-- (Spa-cial) -- The steamer Moraine, ninth emergency fleet wooden steamer launched here, slid into the water at To serve the yards on the East Side it is proposed to use the O.-W. R. & N. track from Vancouver by way of St. Johns, Albina and East Second street ine, thereby intersecting or nearly so all important city lines. used at the christening.

Ship Is Looked Over.

All parts of the ship were open to visitors and the first impression to the layman was that she is much better Ilt than any of the wooden steamers lich were in service in the coastwise trade in pre-war years. This applies particularly to the finish and equip-ment and an inspection of such details showed many things that had formerly been found only on the largest of steel passenger steamers

Petty officers and crew are particu- previous service. larly well provided for on these boats, and if others to be built for the Emer-gency Fleet Corporation are to be simi-larly fitted and furnished the sailor and petty officers in the new merchant all machinery, allowing generous cargo third assistant. room in three holds. A visit on board soon shows that the outside appearance of the vessel is deceiving in this re-of clock tonight for the south, as Edgard and what might from the general ward Wheeler, 16 years of age and appearance of steam vessels be re-garded as machinery space is indeed room for cargo. Royal Welcome Given. Alterady an experienced river steam-boatman, will be signed as cabirboy. Though young in years, he has been on the crew list of the dredge Clatsop.

then bent their backs again with re-newed vigor. At each yard other hulis for the United States were tugging in the stream and for lames H. Lynn and for the United States were tugging in the stream and for James H. Lynn and S. D. Berridge, from the home offics of the Fleet Corporation, the trip was prophetic as one busy yard after an-other was passed on the way to sea. At the middle of the afternoon the

Wasco had reached the Crossett-Western lumber plant at Wauna, where she was made fast during the time of the culpse. She reached Astoria shortly after 6. From there the steamer goes

atter 6. From there the steamer goes to Nanaimo to load coal, but further than that her schedule is not announced. **Party Leaves at Wauna.** Most of the party left the Wasco at Wauna, where the second enjoyable meal of the day was served them, C. H. Watzek, manager of the lumber com-pany below host to E. Y. Hauser and pany, being host to E. V. Hauser and

Among those on board were: E. V. Hauser, A. R. Porter, L J. Wentworth, supervisor for the Emergency Fleet Corporation: J. W. Hall, W. D. B. Dod-H. R. Corbett, Victor Johnson, Jay S. Hamilton, Robert Krims, Mr. and Mrs. B. F. Irvine, Miss Minnie Smith, sister of Grant Smith; her nieces, Misses Minifred and Marian Mitchell, Dan Kellaher, Mark Woodruff, W. C. Tunks, Ralph J. Staehli, Mr. and Mrs. C. H. Lundell, Mr. and Mrs. Paul N. Carlson, Mr. and Mrs. George Teufel and Mr. and Mrs. N. R. Wolff.

The Emergency Fleet Corporation was represented by L. J. Wentworth, J. W. Hall, S. C. Lancaster, James H. Lynn and S. D. Berridge.

The captain in charge of the Wasco is P. J. Hansen. Captain Julius Allan piloted her on her way to the sea. Mr. Wentworth and other officials of the Government continued with her to the

The vast sum of \$12,580,768,000 represents the value of all farm crops in the United States in 1917 as estimated That compares with \$8,985,870,000 in 1916 and \$6,298,220,000, the average for the five years 1911-15.

chinery Aft in New Vessels.

plans and specifications, as well as the American bureau, are given as reasons why final approval of the Fred A. Royal Welcome Given. As the Wasco steamed down the river men in the different yards paused for a moment to toss their hats in the air and moment to toss their hats in the re-with the Y. M. C. A., and the youth is with the Y. M. C. A., and the youth is

Stage of 14.1 Feet Predicted in Wil

lamette 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 forecast 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. The Dalles reported a gain of 1.3 feet for the 24-hour period ending a 8 o'clock yesterday morning, and both Wenat-chee and Lewiston gauges recorded a rise of eight-tenths of a foot.

rise of eight-tenths of a foot. The official readings yesterday morn ing were:

> Height (in feet) Flood stage... han 120 122 STATIONS P. In market to an extent some claim wil

 $\begin{array}{c} 40\,26.\,\$\,+0.\,8\,\,0.\,00\\ 22\,12.\,2\\ +0.\,8\,\,0.\,00\\ 25\,15.\,0\\ 40\,22.\,5\,+1.\,3\,\,0.\,00\\ 10\,\,3.\,2\\ +0.\,2\,\,0.\,00\\ 20\,\,2.\,5\,+0.\,1\,\,0.\,00\\ 20\,\,2.\,5\,+0.\,1\,\,0.\,00\\ 20\,\,1.\,0\,-0.\,1\,\,0.\,00\\ \end{array}$ Wenstchee Lewiston . lbany Portiand

WESTERN WAVE DELIVERED Termination of Trial Trip Sees Steps for Transfer of Ship. Reporting back here at 3 o'clock yes-terday afternoon from her endurance run off the entrance of the Columbia

The proposal to give up the weekly alf holiday each week originated in als city and was initiated by the Port-and Metal Trades Council, which rep-esents the various union bodies emresents the various union bodies em-ployed in the shipyards, 17 in all. Some of the men have assumed the attitude that the step should properly be taken The increase ordered in railroad that the step should properly be taken

be any decrease in that patronage this

Certain changes in the original plans, such as shifting the machinery further aft, also that Lloyd's is to pass on the

Columbia River Yard Will Increase

Production.

Ballin design for a 5000-ton composite ship hus been delayed. Sain design for a soud-ton composite ship has been delayed. The present Ballin ships, such as are under way at the Supple-Ballin yard and the Vancouver wooden plant of the G. M. Standifer Construction Corpora-tion, are of 4600 tons deadweight in increasing the capacity of the ship Mr. Ballin had a force of men engaged in redrawing the plans, which were hur-ried to Washington for the inspection

redrawing the plans, which were hur-ried to Washington for the inspection

d to Washington for the inspection the Emergency Fleet Corporation. is hoped to obtain speedy action orthy, so builders wishing to bid on s ships may receive their drawings of the Emergency Fleet Corporation. It is hoped to obtain speedy action shortly, so builders wishing to bid on ing berths on which to construct \$800-

ton ships. On finishing that work the Tualatin SHIP-KNEE INDUSTRY MENACED

will drop down to the yard of the Kiernan & Kern Shipbuilding Company to make a fill there of about half the Demand for Wooden Product Far Exceeds Present Supply.

amount required by the Columbia River plant. The Kiernan & Kern yard will build six wooden vessels for the Emergency Fleet Corporation.

MARSHFIELD, Or., June 8.-(Spe-cial.)-The quest for wooden ship knees is likely to end in a few months, experienced men here say, with a ten-TUG PRESSED INTO SERVICE experienced men here say, with a ten-dency toward steel knees, since the demand for extra large timbers is al-ready much greater than can be sup-plied. Several cars of knees which were forwarded from here recently car-ried samples that were worth over \$40 each. Eastern shipbuilders and Cali-fornia yards have come into the local market to an extent some obta with

Coos Yards Are Cleared.

Equator Once Home of Robert Louis

Stevenson.

TACOMA, Wash., June 8.--(Spe-cial.)--Ance the home of Robert Louis Stevenson, but now a humble tug, the Equator is discharging a cargo of lum-

for local shipyards. Prices are soaring and those who are ber from Vancouver. The tug belongs to the Cary-Davis Towboat Company, of Seattle, but for years was operated by the Northwestern Fisheries Com-

engaged in the following say the num-ber of camps cannot be swelled, since workmen are scarce and most of them pany. The Equator was built 29 years ago at Benicia, Cal., in the day when the noted novelist was beginning his work among the South Pacific Islands. The operation of the prefer to work in the cities at ship-yards and mills.

vessel was rigged as a little two-mast schooner and carried the rig until a short time ago, when her spare were cut off, and only the stumps remain.

Mr. Stevenson cruised the Hawailan waters and made the craft his home for two years and much of his best work was done on her.

Columbia River Bar Report. NORTH HEAD, June 8.-Condition of the bar at 5 P. M.: Sea, amooth; wind, southeast, light.



WILLAMETTE IRON & STEEL EX-CEEDS PREVIOUS OUTPUT.

Company Has Today Approximately

1800 Men on Payroll, Contrasted With 200 Employed in 1914.

ill important city lines. These facilities require no material change to adapt them to the purpose and the only thing that remains to be

done is to put them in operation. would involve some minor operating oroblems as well as an adjustm

and \$27.50 in the cash. \$31.50, \$34 and \$37.65, the steerage into going from \$13.50 to \$23.30. The increase ordered in railroad rates more than offsets the new steamer tariff and it is expected travel by water will continue heavy during the Summer. Steamship agents say the rates probably will lessen the the steamer taries probably will lessen the the increase ordered. The pres-ting of at peak. Ing of at peak. Ing of at peak. Antoine Labbe, vice-press. Antoine Labbe, vice-press. Antoine Labbe. Antoin It is proposed that the Southern Pa-fic and O.-W. R. & N. operate the service on their respective roads for account of the Portland Railway, Light & Power Company, the latter company to collect fares at city rates and issue transfers, paying the other roads for the cost of operating the trains upon Tuesday, the Western Ocean, and it is not improbable that she will actually be cleared from the port in advance an equitable basis.

of the Western Wave, which returned yesterday from her official trial trip. Today the Willamette has approxi-mately 1800 men on the payroll, while before a contract was accepted late in 1914 for repairing the Grace liner Santa Catallas which each for the transformer of the second

PORTLAND, June &-Salled-Steamers Daisy Freeman, for San Pedro; Washtenaw, or Port San Luis: Argyll, for San Fran-isco: Wasco, for Nanalmo vis Astoria. Ar-ived-Steamer Shasta, from San Pedro, ASTORIA. June S.-Salled at 1:30 A. M., steamer Santa Barbara, for San Pedro. Left up at 4 A. M., steamer Western Wave. Salled at 7:30 A. M., steamer Stanwood, for West Coast. Safled at S A. M., gasoline schooner Rustler, for Newport and way ports. Sailed at 9:30 A. M., steamer Kortgan III, for San Francisco. Arrived at noon, tug Her-cules, from Port Angeles. Arrived at 12:30 and left up to 1 F. M., steamer Shasta, from San Pedro. Catalina, which caught fire in the river there were 200 men on the list. The Santa Catalina job necessitated the employment of 550 men at one time, that having been the maximum. Since the war work was undertaken the men

have been added to and every week skilled workers are being taken on, so the total of 1800 is not the limit, that being gauged only by the amount of work that can be handled.

ASTORIA, June 7.—Satled at 5 P. M., steamer Johan Poulsen, for San Francisco, Arrived down at 6:80 P. M., steamer Wesi-ern Wave. With all the rush and bustle of

building bollers and auxiliary machin-ery for the new ships, as well as tak-ing charge of outfitting them after the

SAN PEDRO, June T.-Arrived-Steamer Sanilam, from Columbia River. SAN FRANCISCO, June 7.-Sailed at 5 P. M., steamer Rose City, from San Pedro, for Portland. hulls are floated by the Northwest Steel Company, the Willamette has kept up its production on donkey boilers for

In its production on dongey boilers for-logging purposes and now that equip-ment is being drawn on by the spruce division of the Signal Corps. Larger engines are being used in the spruce woods than were customarily. In serv-ice before the war game started and as many as can be used successfully are being built. san FRANCISCO, June 8.—Arrived-teamers Northland, from Seattle: Yellow-ione, from Cose Bay: Sea Foam, from Fort tragg. Salled-Steamer Geo. Leomia, for SEATTLE, June S.-Arrived-Steamer Spokane, from Southeastern Alaska, Depart-ed-Steamers Alameda, for Anchorage, Nicholson, for Southeastern Alaska; Admitaa Wainwright, for Southeastern and South-veatern Alaska.

are being built.

Pacific Coast Shipping Notes.

ASTORIA. Or., June 8.-(Special.)-Car-ring freight from Portland, the steamer corrigan III sailed at 9:30 this morning ASTORIA. Or., June 8.—(Special.)—Car-rying freight from Portland, the steamer Kartigan III sailed at 9:30 this morning for San Francisco and expects to leave tomorrow for the Bay City, towing one of the Hammond Lumber Company's rafts of piling from Stells. The steam schooner Shasta arrived from San Francisco al hoon today en route to Portland. The Emergency Fleet steamer Western Wave arrived from Portland at 6:15 last evening and left up the river at 1 o'clock this morning, aftr making a trial run off the mouth of the Columbia. Carying a full cargo of lumber from Westport, the steam schooner Johan Poul-nen sailed at 7:30 last night for San Francisco. TACOMA, June S. — Arrived — Sleamer Mult-nomah, from San Francisco; Ravalil, from California. Departed — Multnomah, for San Francisco; barge Palmyra, in tow of tug Traveler, for British Columbia.

June 7 ADMIRAL FARAGUT, from Seldovia for Kenni, left Seldovia at S P. M., June 7. VICTORIA, for Nome, lying in Unimak Pass waiting midnight tide, S P. M., June 7. ALASNA, southbound, from Cordova for Juneau, 30 miles south of Cordova, noon, June 8.

Sen sailed at 7:30 last night for San
 Francisco.
 The steam schooner Santa Barbara, lader with lumber from Westport, sailed at 1:30 this morning for San Pedro.
 Laden with lumber from St. Helens, the steam schooner Stanwood sailed at 7:40 miles from San Francisco for Series and short from San Padro.
 The Columbia River Packers' Association received a wireless message this morning for Mustagak Hiver, Alaska, stating that the ship St. Nicholas arrived safely on June 1.
 Tada all on board are well. The los in Bristol Bay was worse this prar than for several seasons. Several vessels of the canner; fleet had serious trouble and some

North Bend Is Appeased.

MARSHFIELD, Or., June 8 .- (Spe-That and an entries of the second s North Bend, showing the ship's title to be "North Bend, of North Bend." There had been considerable uneasiness in the

had been consideration measuring credit for ships constructed there by the Kruse & Banks yard, as it was an-nounced all ships would be document-ed from Marshfield, this city being the evert of entry

nort of entry.

Marine Notes.

Work of completing the motorship Libby Maine, which the G. M. Standiler Construc-tion Corporation is building for Libby, Mo-Nelli & Libby, is going forward at Yan-couver, and the vessel will be drydocked as soon as space can be obtained on the St. Johns dock. "Capitain" E. R. Budd, who operates the fug Nakrotta between Astoria and Megler for the O.-W. R. & N., as well as being su-perintendent of the North Beach road, was in the city yesterday. Warm weather is starting a few of the regular North Beach read, was starting a few of the regular North Beach read, was in the city yesterday. Warm weather is starting a few of the regular North Beach read, was in the start cargo of lumber worked at the Perinesia mill, the stamer Daisy Freeman isb, after which she proceeds to San Fran-use. Baring delivered another oil cargo, the

ish, after which she proceeds to han Fran-basing delivered another oil cargo, the tanke' steamer Washtenaw got away last night for the Golden Gate. Among passengers for Alaska making res-ervations here with the Pacific Steamship Company, is a party of students from the Chemawa Indian School, who are bound for Wrangle Frank Bollam, representing the Pacific fleet, reports that there is con-iderable travel from Oregon to Wrangio and Ketchflash, with a few fourists bound for Jineau and return. Coming to tow the first clgar-shaped log raft of the season to San Francisco, the ing Hercuise reached the river yesterday from Port Angeles. The raft will move from Stola today for Astoris. It was built by the Hammond Lumber Company's forces, the season to San Francisco, the

om Stolla today for Astoria. It was built to the Hammond Lumber Company's forces, Carrying her first Portland cargo, the extran steamer Kortkan III left Astoria esterday for San Francisco. On being dis-eaterday for San Francisco. In being dis-eaterday for San Francisco. In being dis-ter an Francisco and Less Angeles at 10 o'clocg enight, passengers going aboard at \$:30 glock.

We manufacture for Shipbuilders

BOAT SPIKES

BOLTS

SHIP RIVETS

NORTHWEST STEEL CO.

Portland, Oregon.

U. S. Naval Radio Reports.

(All locations are at 8 P. M. yesterday unless otherwise stated.)
 LA TOUCHE, from Ellamar for Taxoma, left Ellamar 11 P. M. June 7.
 FIRWOOD, from Ketchikan for Uyak, 200 miles west of Cape Ommaney, 8 P. M.,

Movements of Vessels.