

SCHWAB DUE JULY

Emergency Fleet Head to See
Portland Launchings.

DRAFT HITTING YARDS HARD

Dearth of Workmen May Hamper
Establishment of New Plant by
Northwest Steel Co.—Schwab
to View Proposed Site.

Portland is to be visited by Charles M. Schwab, director-general of the Emergency Fleet Corporation, July 11, based on the most recent advices from Washington dealing with his itinerary in a tour of the country's shipyards. Mr. Schwab's visit is to be a gala occasion, for there are to be ships launched and other features of a practical character to interest him. Not the least important will be his personal survey of the yards south of the Coast Shipbuilding Company's property, where it is proposed that the Northwest Steel Company establish a second plant.

Negotiations to this end have progressed to a point where the O.-W. R. & N. is preparing a lease for nearly 40 acres of land which it controls there. The contract to be entered into between the Emergency Fleet Corporation and the Northwest Steel Company has been virtually agreed on, but one stumbling block is the question of availability of sufficient men for the new yard, since a readjustment of draft classifications to take class 1 shipworkers from the plants is cutting down the present strength of the Northwest's working organization.

Of 4100 men employed there, one estimate is that 50 per cent are of draft age. Probably one-third of these men are said to be on the list for active service. To provide veterans for the new yard close to 1000 workers would, no doubt, be drawn from the Northwest's doubtful source. The Government as to the draft during the early days of the war did not indicate that those in deferred classifications would be disturbed so long as they remained steadily at work on ships, so young men were taken into the plant as well as older ones.

Now the young men largely form the dependent forces in some departments, such as the shipshop. To withdraw them for Army purposes means the breaking in of new material. The new plant may require 5000 workers. The additional plant being installed by the Columbia River Shipbuilding Corporation will call out 2500 to 3000 more men. The new steel yard of the G. M. Standifer Construction Corporation, at Vancouver, will need another 5000 being employed, while the Albina Engine & Machine Works will probably expand its force by at least 1000 men, a total of 13,500 to 14,000 men over those engaged now.

If the drain from the plants through the draft continues, it is said, perhaps a third more must be called on to keep the plants operating to capacity. Already the matter has been taken up with Washington by telegraph. The same measures general throughout the country, naturally affect all marine establishments handling war work, and unquestionably Eastern yards are facing shortages. The prime need here is mechanics, it is said, no trouble being contended with in gathering laborers and men for such work as does not demand skill acquired only after a few years' training.

CONCRETE SHIP SUCCESS

STEAMER FAITH GIVEN TRIAL IN
EIGHTY-MILE GALE.

Vessel Probably Will Reach Portland
Sometime in July—Vancouver
Gets Five Contractors.

Portlanders will be afforded opportunity to inspect the much-talked-of concrete steamer Faith, for she will be in the harbor before July is well along. The vessel is a product of the first concrete marine construction plant in the country, which is located at San Francisco. Her recent completion and first voyage, on much of which she was tested by an 80-mile gale, was accepted as proving her seaworthiness.

The Faith and her initial voyage has probably done more than any other to promote interest in concrete vessels on the Coast. Her owners have decided to build others, which will be larger and probably have finer lines. In spite of Portland not being selected as one port in which a Government plant is to be located, one has been started by private interests at Vancouver, the Great Northern Concrete Shipbuilding Company, which was officially advised yesterday of having been awarded contracts for five concrete tank vessels, each 100 feet long, which confirmed private information previously received from Congressman McCarthy that the company was the lowest bidder on five of 11 vessels wanted by the transportation division of the Army Quartermaster Department.

G. W. Gilbreth, president of the company, left last night for Puget Sound with company with B. S. Gilbreth, Chicago, in connection with negotiations for the construction of several 3500-ton steamers that Mr. Dennison wishes to contract for.

WILLAMETTE IS STATIONARY

Forecast Is That River Will Drop to
17.0-Foot Stage Tuesday.

During yesterday there was no change in the stage of the Willamette river, the stream remaining stationary at 19 feet. There had been a fall of one-tenth of a foot for 24 hours ending at 8 o'clock in the morning and all stations on the Willamette, Columbia and Snake rivers reported a decline. The forecast of the Weather Bureau promises a fall in the river here for a few days, dropping to 17.9 feet by Tuesday.

The official readings yesterday were:

STATIONS	Water	Wind	Temp	Bar	Humidity	Clouds	Direction	Speed	Time
Wenatchee	40	39.8	-0.20.00						
Leavenworth	25	39.8	-0.20.00						
Imperial	25	39.8	-0.20.00						
The Dalles	40	32.3	-0.10.00						
Bozeman	20	32.3	-0.10.00						
Albany	20	32.3	-0.10.00						
Bozeman	20	32.3	-0.10.00						
Oregon City	12	32.3	-0.10.00						
Portland	13	32.3	-0.10.00						

Trial Trip Is Success.

ASTORIA, Or., June 29.—(Special.)—The Emergency Fleet steamer Western chief arrived from Portland at 4:30 today on her trial run.

MASTER OF CRESCENT, BURNED AT SEA, COMPELLING CREW TO ROW 14 DAYS TO HARBOR, WAS HERE WITH SHIP 10 YEARS AGO.



Capt. and Mrs. Olsen When on Last Visit Here.

When news reached Portland June 17 that Captain T. Olsen and his wife, together with 12 men of the crew of the schooner Crescent, had reached San Francisco the day before, following a trip of 14 days in a 24-foot boat, in which they abandoned the schooner Crescent after she caught fire at 8:30 P. M. May 31, one of the first to recall Captain Olsen's previous visits to Portland was Theodore A. Olsen, who formerly sailed as second mate with the skipper when the latter had command of the schooner W. F. Whitman. Mr. Olsen has been a resident of the Temple Beth Israel for 14 years, having given up the sea. Captain Olsen was married here in 1904, the ceremony taking place at Mr. Olsen's residence, and a photograph of the party included both couples, as well as Mrs. Clarence Blagen, Mr. Blagen, a well-known Grays Harbor millman, having taken the picture.

There is no reason to fear a delay on the completion of the grain elevator beyond the latter part of the year, as first estimated, says G. B. Hegardt, chief engineer, and says that with the foundation finished there should be speed shown in carrying the upper portion to completion.

WORK TO BE RUSHED

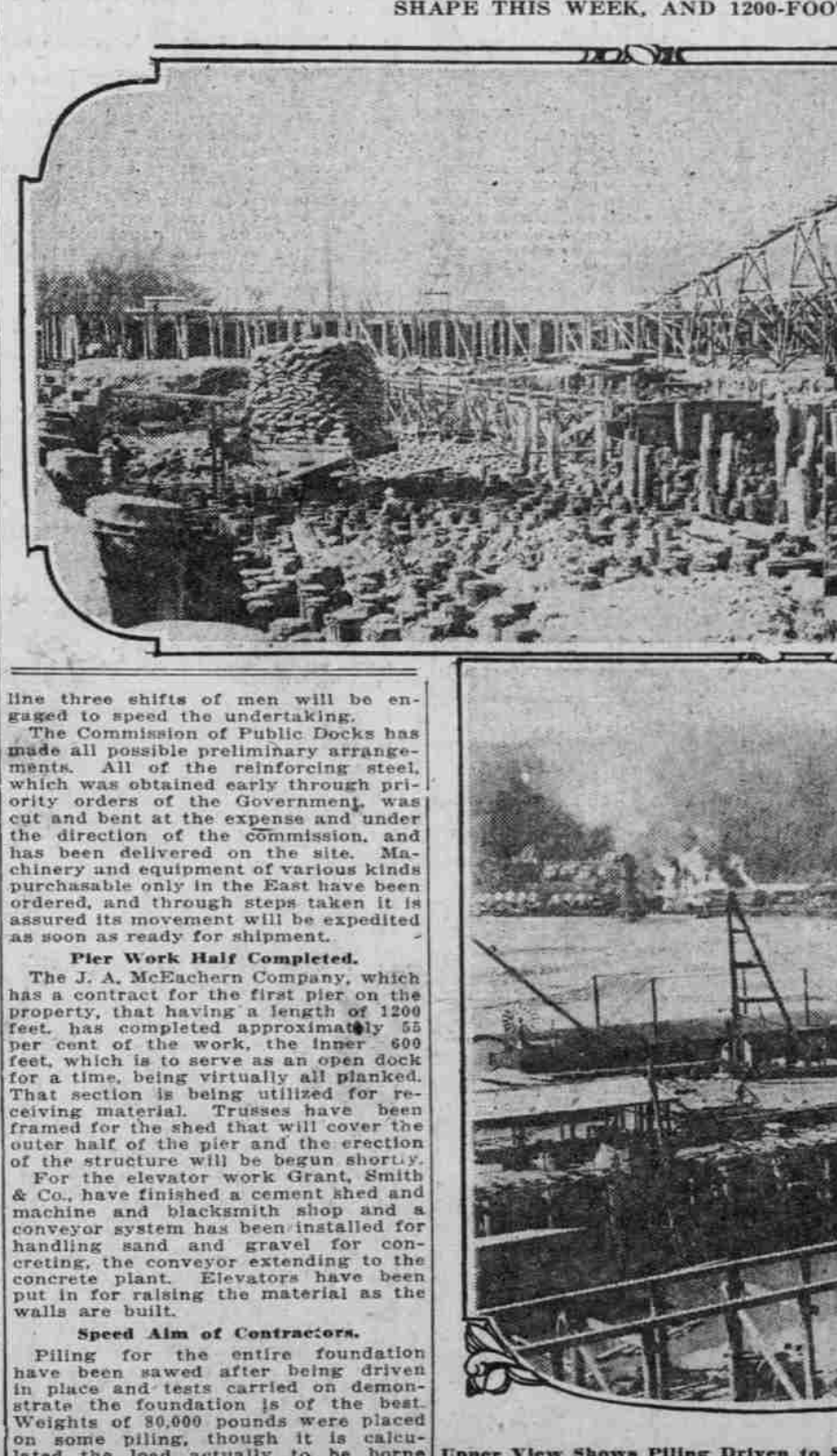
Foundation for Grain Elevator
Starts Tomorrow.

MUCH MATERIAL ON GROUND

As Soon as Concrete Rises Above
Waterproofing Line Three Crews
of Men Will Be Engaged
by Contractor.

Forms in which the foundation for the municipal grain elevator at the St. Johns terminal will be started are to be undertaken tomorrow, also the work of placing reinforcing steel, and by Wednesday Grant, Smith & Co., who have the contract for the 1,000,000-bushel plant, expect to start pouring concrete. All foundation piling has been driven and as soon as the concrete rises above the water-proofing

PORTLAND'S 1,000,000-BUSHEL GRAIN ELEVATOR, THE PRIMARY UNIT OF A BIG CEREAL HANDLING PLANT, BEGINS TO ASSUME SHAPE THIS WEEK, AND 1200-FOOT PIER IS ALREADY WELL ALONG.



Upper View Shows Piling Driven to Support Foundation. Also Concrete Mixing Plant, and to Left Is Filled Sacks, Total Weight 80,000, Used as Test on Piling. Lower View Is Open Section of First Pier on Property.

HOUSES ARE SOUGHT

Shipyard Company to Establish
Rental Bureau.

PROBLEM IS SERIOUS ONE

Columbia River Corporation Proposes
to Do Everything Possible
to Obtain Quarters for Men
Working in Yards.

Persons having houses, either furnished or unfurnished; apartments, flats or rooms for housekeeping as or single quarters, which they wish to rent to men engaged in ship construction, will have the benefit of a free rental bureau established by the Columbia River Shipbuilding Corporation, which invites the listing of quarters available.

The step is in the interest particularly of newcomers, who have been drawn to Portland through work offered in the yards. Finding suitable quarters has proved difficult in many instances, so the management has interested itself in the housing situation. The prospect of 2000 or 3000 men being added to the 3000 now employed, while a pleasing one from the standpoint of increased tonnage and winning the war, has caused the management concern because of the shortage of houses.

Alfred F. Smith, president of the corporation, is personally interested in assisting the men now employed to obtain desirable places, as well as helping those to come. Speaking of this matter yesterday he said:

"We intend to do everything within our power to secure good living quarters for our men at rates within their means. We are accordingly appealing directly to the patriotic citizens of Portland who may have available housing space to rent, and are interested in aiding the shipbuilders in their great race. Through our free rental bureau we hope to bring the house owner and shipbuilders together, without expense to either party. Many are refusing to rent houses that are available as they are holding their property for sale."

"The average shipbuilder, particularly the newcomer, is not in a position to buy a house, and it is preposterous to ask him to when he is attempting to get his bearings and looking out for immediate needs. I am convinced that there are many Portland householders who will be willing to help our men in this emergency, particularly through the free bureau."

COAL FEEDERS WANTED

SHIPPING BOARD APPEALS FOR
FIREMEN FOR NEW FLEET.

Good Wages, Liberal Bonus in War
Zones and Promotion for Experts
With the Shovel.

"The most important work for which volunteers are wanted in our shipping programme at this moment is shoveling coal aboard ship. The coal passer and the fireman are the men of the hour. The need of them is acute. The shovel is as mighty at sea as on the battlefield."

That is a portion of a message Edward N. Hurley, chairman of the United States Shipping Board, has sent from Chicago on the eve of his departure for the West to witness Fourth of July launchings of new tonnage. The message was received yesterday by G. W. Tebault, Oregon manager of the National Service Section of the Emergency Fleet Corporation. All departments are working with the recruiting

NOW IS THE TIME

Art Model



\$1050, Sale Price \$595

Or \$25 Cash, \$15 Monthly.

Art Grand

1915 Model



\$1150, Sale Price \$695

Or \$25 Cash, \$18 Monthly.

This 1917 Model



\$425, Sale Price \$290

Or \$15 Cash, \$7 Monthly.

Cash and Bonds

Order Your Piano by Mail

Read, study and compare our quality, prices and terms as advertised and you will learn why we have hundreds of mail-order buyers.

OUT-OF-TOWN BUYERS—WE PREPARE AND MAKE FREE DELIVERY OF PIANO TO YOUR HOME within 200 miles and the piano will be shipped subject to exchange within one year, we allowing the full amount paid. This virtually gives you a one-year trial of the piano you order.

Every piano or player piano purchased carries with it the Schwan Piano Co. guarantee of satisfaction, as also the usual guarantee from each manufacturer.

OUR SOLDIERS WANT PHOTOGRAPH RECORDS. Bring the records you have tired of, they will be sent to the soldiers and hospitals. Buy War Savings Stamps.

Manufacturers
Consolidated Distributors,
111 Fourth Street
at Washington

service, of which Henry Howard, of Boston, is director, to swell the personnel of the fleet.

Continuing, Chairman Hurley's message says:

"I am informed by the recruiting service of the Shipping Board that 1500 men a month are needed to meet the demands of the new merchant fleet for coal passers and firemen."

"Under a new wage scale coal passers get \$65 and firemen \$75 a month. There is a bonus of 50 per cent on these wages for voyagers through the war zone and chances for promotion are good."

"Any American between 21 and 30, in good health, who weighs at least 140 pounds and is at least five feet four inches tall, may qualify. Men accepted for this service will not be called for military duty."

If you need ever to buy a piano it's now before further and greater advance in Piano and Player-Piano prices.

SAVINGS NOW FULLY \$150 TO \$400

This clearance sale includes principally first grade, artistic pianos, and you certainly can better afford to pay \$365 and \$395 for the best quality \$500 and \$550 pianos. Pianos than pay \$375 elsewhere for cheap grade pianos.

1917 MODELS AND USED PIANOS NOW CLOSED OUT.

Here is a listing of the balance of our 1917 models. We ordered many more carloads than we needed last Fall to avoid the coming rise, and while the lower priced models were sold, we have some of the best—the highest quality ones—that we are now closing out as follows:

43 1917 Models

Principally high-grade pianos, which, not selling rapidly at \$500 to \$550, will now sell at \$365 to \$468, the prices of cheaper grade pianos. These pianos have all of the up-to-date improvements, 50% more tone and efficiency.

UPRIGHT PIANOS

Thompson... \$375 \$245

Thompson... \$425 \$285

Singer... \$475 \$345

Singer... \$525 \$395

Singer... \$575 \$445

Singer... \$625 \$495

Singer... \$675 \$545

Singer... \$725 \$595

Singer... \$775 \$645

Singer... \$825 \$695

Singer... \$875 \$745

Singer... \$925 \$795

Singer... \$975 \$845

Singer... \$1025 \$895

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