WORKERS CHEER AS HULL LEAVES WAY

Western Coast Launched With Appropriate Ceremony at Columbia River Plant.

MRS. BOWLES IS SPONSOR

Western Plains, Western Pride and Western Belle, Now on Ways, Will Be Ready for Release at Early Date.

One of Oregon's beautiful early July days, bright and cheerful, with the tints of the sky reflected on the placid Willamette; attractively gowned women gracing the launching stand and strains of popular war airs played by a brass band, were part of the setting for the first steel ship to leave the ways here this month, and the remainder of the scene was the antics of the men, their cheers and other exhibitions of enthusiasm as the Western Coast, the leader of Isherwood types of ships built here, slowly descended from ways No. 1 at the plant of the Columbia River Shipbuilding Corporation at 4:11 o'clock yesterday afternoon.

Mrs. Joseph R. Bowles, wife of the president of the Northwest Steel Company, "just next door," christened the Western Coast with the hope that her career would be just as safe and important as that of the Westshore, constructed by the Northwest Steel Company, which Mrs. Bowles was sponsor for.

Purse Presented Sponsor.

A large bouquet of Ophella roses carried by Mrs. Bowles was in harmony with her light gown and hat, while the red, white and blue ribbon streamer and covering of the christening bottle, the red of the hull below the water line and the war gray above, all formed a pleasing contrast.

The Western Coast might have felt the effect of all of the attractive surroundings, for her poise was most sedate as she started for the water, acting almost as under control of mechanical contrivances, for, unlike other launchings at that plant, she failed to gather much momentum and made only a short "run" from the end of the ways.

Following the dip of the ship, Mrs. Bowles was made the recipient of a beautiful gold mesh purse, dainty in design and general workmanship, which A. F. Smith, president of the corporation, presented with the appreciation of himself and associates.

Other Hulls on Ways.

The Western Plains, Western Pride and Western Belle are on the ways, all being of the Isherwood design, and the first two will possibly be allowed to slip from their berths this month. When the Western Belle is afloat there will be no more Isherwood hulls built there, the force going back to the transverse ships, such as the first six hulls, which are now in commission.

The Northwest Steel Company has three ships that can be added to the fleet afloat this month if there are no delays in the arrival of steel. So four, and perhaps five, will be contributed to the general organization that is bringing pressure against the Kaiser and his hordes, while three deliveries will be made in July of completed ships, the Western Light and Western Light, which the Northwest floated, and the Willamette Iron & Steel Works is completing, and the Western Coast, yesterday's present, which is to be hurried so as to join the Government's active fleet before August is ushered in.

TURBINE ENGINES STUDIED

Government Man Returns From Points Where Machines Are Made.

Inspection of plants of the General Electric Company, Delaval, Cramps, John Wilson and others where turbine engines are manufactured, made by men representing every steel construction district the Emergency Fleet Corporation is concerned in, will have an effect on future construction of the engines, in the way of lettering certain features, and helping in the installation aboard ship, says Fred B. Pape, assistant supervisor of steel construction in the Northwest district.

Mr. Pape returned yesterday and says the study of construction of the machinery was most valuable. Incidentally, experiences of different supervisors and assistant supervisors with the operation of some of the turbines was gone into with the designers as well as managers of plants, with the result certain changes are to be made to increase the durability of gears. Mr. Pape says there is no question about the plants being able to meet the demand for turbine engines.

SAILING NEWS IS WITHHELD

Government Asks Co-operation That Submarine Warfare May Fail.

WASHINGTON, July 6.—Because of the recent appearance of German submarines off the Atlantic Coast, Secretary Daniels has asked the newspapers of the country to abstain from publishing any news or advance advertising which would give the time of sailing or departure, or location, or supposed location of any ship in American waters. The statement says:

"The appearance of submarines on the Atlantic Coast makes it imperative that no mention should be made in any newspapers, either in advertising or news columns, of the sailings or departure, or location, or supposed location of any ship in American waters.

"This information conveyed by advertising is as dangerous as in the news columns, and I am making this request to all the newspapers in the country in the assurance that they will co-operate with the Government in its effort to prevent any information about ships reaching submarines which may be off the American coast."

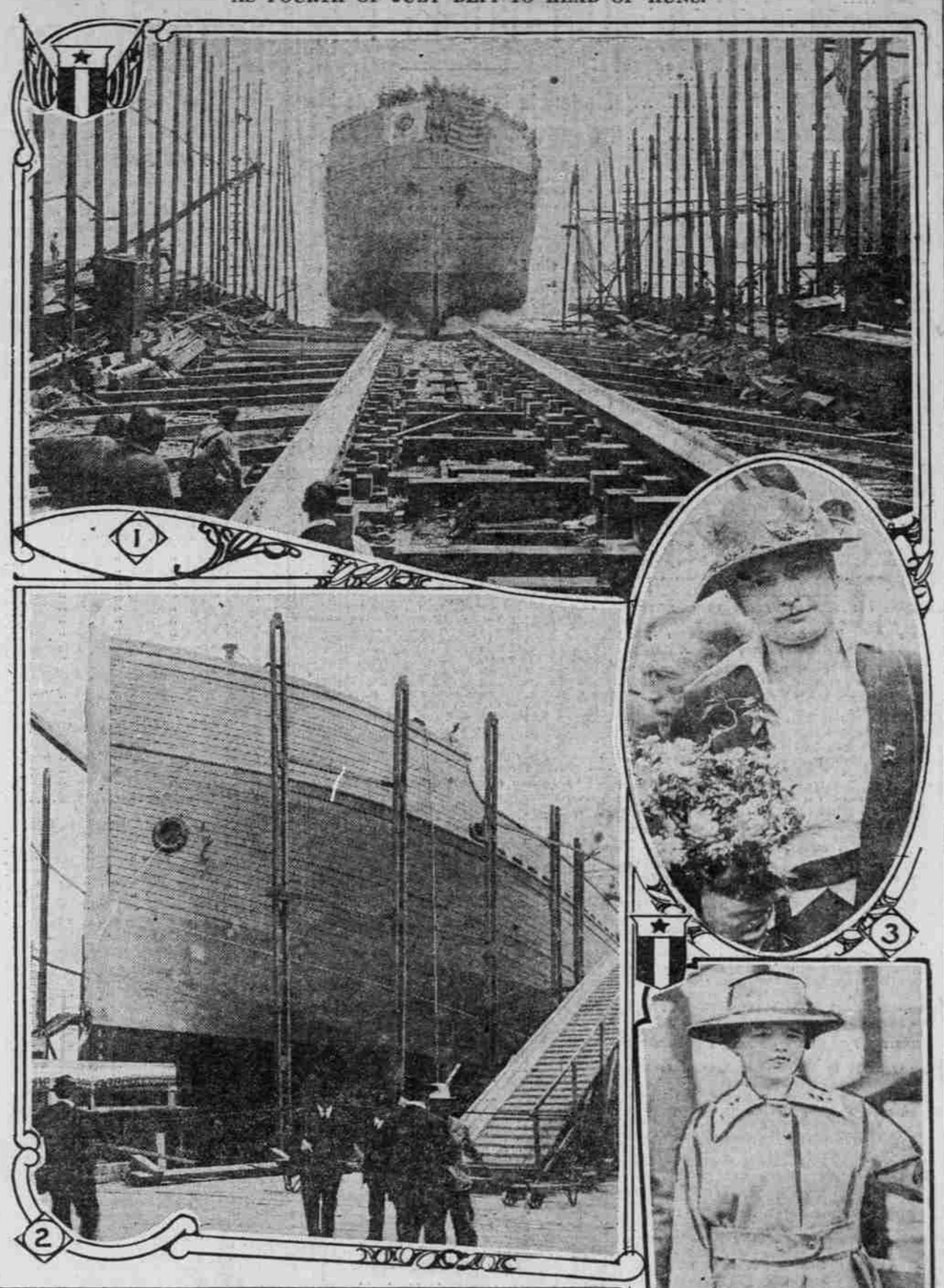
Dean Johnson Ready for Eighth.

Dean Johnson, well known in Portland among shipbuilders, and now manager of the Foundation Company's yard at Tacoma, is about ready to send his eighth vessel down the ways, it is reported. He has ten ways at work, employing about 4000 men. Seven ships have gone into the water thus far, the last having taken the dip the Fourth of July. Mr. Johnson has never been stationed here, but while at Victoria he had connections which made him known here and his operations at Tacoma are being watched with interest by his friends.

High Water Delays Launching.

ST. HELENS, Or., July 6.—(Special.)—On account of unfavorable tide conditions and high water, the launching of the five-masted schooner, John W. Wells, has been postponed for several days. It had been the intention to launch the vessel on July 4.

SOMMARSTROM SHIPBUILDING COMPANY FLOATS TWO SHIPS IN RIVER AT COLUMBIA CITY AS FOURTH OF JULY DEFI TO HEAD OF HUNS.



1—Hull of Maratanza Entering Water. 2—Wanzu Just Before She Started. 3—Miss Florence Peterson, Sponsor for Wanzu. 4—Mrs. Edward Sommarstrom, Who Christened Maratanza.

CAMOUFLAGE WINS DAY

FRENCH VISITORS IMPRESSED BY SHIPYARD OPERATIONS.

Lieutenant Verdier Tells of How Modern System Proved Equal to Emergency During Recent Operations.

Camouflaging of new steamers built at Portland proved most interesting Friday to Lieutenant Paul Verdier, now of the French infantry but of San Francisco until the outbreak of the European war. He was here with Maurien Casenave, director of finances of the French High Commission, and both inspected new ships and shipyards.

Speaking of camouflage, Lieutenant Verdier told of how that system proved equal to an emergency that developed in No Man's Land in front of where his division was in the trenches. A French soldier's body was exposed between the two lines for several days, the watchfulness of the Germans preventing the French forces from reaching it and providing a grave. All manner of schemes were thought of, until finally the building of a camouflage form was discussed.

An order was sent to the rear for a camouflage to represent a dead body. Meanwhile the men in the trenches began to dig toward the still form in the field. A tunnel was provided and one night an exchange was made, the brave soldier's body being replaced with the camouflage. Behind the latter a pit had been dug and there, night after night, Frenchmen were on duty, the situation having been turned into a gain, for behind the still form were other forms and from the eyes of the form looked other eyes, the openings serving for the men of the listening post.

"Camouflage is one of the greatest developments of the war," said the returned soldier, as he concluded the narrative. And his listeners agreed with him, especially after such a recital was the value of the scenery equipment appreciated.

FRESHET WATER RUNS OUT

Weather Bureau Sets 14.3 Feet as Mark for Tuesday Morning Here.

With 15 feet the official flood stage and the gage registering 15.6 feet above zero at 8 o'clock last night, the 1918 June freshet will soon be a memory. The highest point reached by the water was 19.2 feet.

The fall for 24 hours ending at 8 o'clock yesterday morning was six-tenths of a foot, a stage of 15.9 feet being recorded. The forecast is that the stream will have dropped to 14.3 feet by Tuesday morning.

The readings yesterday morning were:

STATIONS.	Flood Stage	Height (in feet)	Change in last 24 hours	Rainfall in last 24 hours
Wenatchee	40	34.2	—0.8	0.00
Lewiston	22	5.6	—0.7	0.00
Umatilla	25	16.1	—0.7	0.00
The Dalles	40	26.5	—0.5	0.00
Albany	20	1.3	0.0	0.00
Salem	20	—0.9	—0.1	0.00
Oregon City	12	2.3	—1.0	0.00
Portland	15	15.9	—0.6	0.00

SHIPYARD BAND MAKES HIT

Columbia River Yard Proves Musicians Are in Ranks of Workers.

One surprise was experienced at the launching yesterday of the steel steamer Western Coast, when the Columbia River Shipbuilding Corporation's new band made its initial public appearance. The organization is made up of 25 men of the plant, representing different departments, and practices were held only 10 days. "Over There" and "Keep the Home Fires Burning" came as natural to the musicians as though they had been with Sousa, while the "Star-Spangled Banner" was rendered with true regard for tempo and with feeling.

When "Keep the Home Fires Burning" was played the musicians sang the chorus, an unexpected feature that brought applause from guests to witness the launching, as well as the hundreds of employes who crowded near.

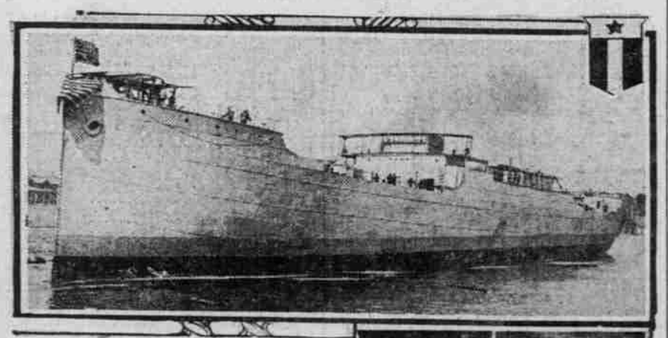
SHIPYARD FILL IS UNDER WAY

Close to 30,000 Cubic Yards to Be Lifted From Main Channel.

Material, close to 30,000 cubic yards, is to be lifted from the channel above the Hawthorne-avenue bridge with which to fill the property of the Kiernan & Kern Shipbuilding Company, at the foot of Mill street, where space is required for additional plant and for increasing the number of ways from two to four. The Port of Portland dredge, Tualatin, has been shifted there from the plant of the Columbia River Shipbuilding Corporation, and another week will see the last of the fill in place.

The company has constructed the big steam schooner John Kiernan, now the property of French shipping interests, and has negotiated with the Government for some of the 5000-ton wooden steamers to be laid down. The change in plans for those ships has resulted in a delay in the business being closed for, but that will probably be taken care of shortly. The John Kiernan is having a shelter-deck built, after which she will load cargo for her maiden voyage. That may be to the Orient.

WESTERN COAST LEAVES WAYS AT COLUMBIA RIVER SHIPBUILDING CORPORATION'S PLANT AS FIRST OF JULY FLEET OF STEEL CARRIERS FOR WAR.



PORT MAY ACQUIRE BUNKERS

Established Dock and Equipment Available for Nation's Coal.

There is a possibility that if the Port of Portland Commission decides to undertake the bunkering of coal, either on its own initiative or in assisting the Emergency Fleet Corporation dispatch new tonnage being constructed, that the plant of the Independent Coal Company, below the Broadway bridge, will be arranged for.

It is known that the commission is considering that property as well as certain open docks where the flat storage of coal would be possible, and at Thursday's session the matter may be disposed of. So far the Emergency Fleet Corporation has discharged coal into the bunkers of the Port of Astoria Commission, but more space is desired as well as having a large stock of coal on hand at Portland for the vessels.

Upper—Western Coast Afloat. Lower—Mrs. Joseph R. Bowles, Sponsor.

FRENCH TOWN NICE

Major Wells Writes Letter From Port "Over There."

CONDITIONS ARE PLEASANT

Place Is Like Portland and So Is Its Weather—Docks and Railroad Cars Bring Smiles to Face of Our Friends This Side.

Writing from a French port, where he has to do with terminal matters in the discharge of ships, and the movement of freight to the front and other sections, Major W. D. Wells, R. T. C., N. A., in the department of the director-general of transportation, has informed Portland friends of interesting conditions on the other side.

Until a few months ago Major Wells was general agent of the O.-W. R. & N. Company water lines, being stationed on Ainsworth dock, and he was commissioned, in company with H. H. Bancroft, agent for the Emerald line, and J. L. Pratt, agent for the Parr-McCormick line, experienced men in handling ships and cargoes being in demand at that time in France. Part of one of his letters is as follows:

Town Is Like Portland.

"I'm well situated in one of the best little towns on the west coast of France barring none. I sleep in a good hotel, have three good meals—not American—but good just the same. I work about 14 hours a day, do not complain, and I'm trying to do my own little bit as becomes a good American. I'm becoming a better one every day.

"This town is situated on the River Loire, about 40 miles from the coast. It reminds one very much of Portland and has about the same population, although here it is very much more crowded. Streets are about 40 feet wide, which includes the sidewalks which in some places are only about two feet wide—that makes no difference, however, as the majority of the people travel in the streets instead of on the sidewalks, even though they have no right there and if they get in an accident the one who was in the way generally gets arrested and the one doing the damage gets off scot free, for such is the law over here.

"Houses are all built so that they abut on the street and in the better sections, where people are so lucky as to have gardens, they are always in the rear, but always very beautiful. Even in the country they are surrounded by high walls about 12 or 14 feet high, so that one never knows what is on the other side.

"In my room at the hotel I have a good bed, and let me say here that French beds are far superior to American. I have a good hardwood floor with an American rug and a little private room containing a washstand. I have a little alcohol stove, on which I get my coffee for breakfast, for the French breakfast, or, as they call it, dejeuner, consists simply of coffee and bread, and it takes them some time to prepare it—so, you see, I save time and time over here just now is quite essential.

Weather, Too, Like Ours.

"The weather is about the same as it is in Portland during July, although in the Winter it is much colder. I wear B. V. Ds. and have a hard time keeping cool, but I'm so busy that I do not give that very much consideration.

Children Learning English.

"Today was my birthday and I missed being home very much. I went to dine with a French commander and his wife at the old race course and golf links. The commander was at Mare Island, in San Francisco Bay, in 1891, and he tells me that it was there that he first started to learn English, and he, as well as his wife, talk it quite fluently. By the way, children in school are all learning to use the good old U. S. A., and you hear it everywhere you go. It seemed quite out of the ordinary to be eating at 9 at night, and more so to drive back to town in an old-fashioned carriage at 10 o'clock, and have it so light that one could easily read a newspaper.

"They know over here how to keep up a road. One finds a little pile of rocks and dirt every few feet along all of the highways, and small ruts are never allowed to grow into large ones, for they are cured in their infancy. Trees of unknown age are along the highways, and during the present time of the year I cannot speak too highly of their beauty. You can go for miles and miles, as I have, through France, and always find them.

Docks and Cars Are Small.

"I know that you would laugh at the docks that they have here, also you would smile at their freight cars, but for a country where labor has always been cheap they have a certain degree of merit and I believe that they have a pretty good system taken as a whole. None of the freight cars handle over 10 tons. They have no airbrakes and the bumpers are something like a bed spring, only much heavier. They generally carry about 56 cars to a train and a light locomotive can handle them for there are no hills of any great height around this neck of the woods, although the country is quite rolling. The docks are all quays and have railroad tracks on them and handle the freight from the ships to the cars direct by the use of cranes, which can be used much more quickly than ship gear. They have turntables every so often and handle cars by man power and electric winches and cables, which are on all of the tracks. It is wonderful the way they snake these cars around. They remind me very much of Henry Ford's machine.

"I received today a paper from Portland, The Oregonian, dated the 2d of May, and I was very glad to get it, and if there was any line in the whole paper, including the ads, that I missed, I'll ask someone to remind me of the fact. One gets over here so that he looks forward to mail and I would impress on all of those who have friends over here, that if they want to give them a little encouragement, why just let them write a few letters.

"I'm gradually picking up a little French. I believe I murder it worse than I ever did my English, but one needs it all the time and it is a good thing to come over if one can be equipped to use it."

Pacific Coast Shipping Notes.

SAN FRANCISCO, Cal., July 6.—(Special.)—San Francisco has bested Seattle in another stevedoring record, it was announced yesterday. One of the Japanese vessels now at this port was discharged of a total of 4425 tons of general oriental merchandise in 22 working hours. This is an average of 220 tons an hours and was accomplished with 24 men. This is about a 40 per cent better record than one announced from Puget Sound a few weeks ago.

The stevedore boss of the Shirmer Stevedoring Company has announced his intention of smashing every record made in Seattle and the huskies doing the work have raised a purse to back their opinion. The challenge has been sent to the North and it is expected that the gauge of battle will be accepted.

With the arrival of a steamer belonging to the Stark-Mason Navigation Company at a Pacific port it is learned that the new oil-burner installed two months ago is proving quite superior to that formerly used. Complete data will not be obtainable until the vessel has made another trip. If the contrivance proves as successful as expected it is believed it may be endorsed by the Government for general adoption because of the percentage of fuel that will be saved.

One of the Matson Navigation Company's steamers drifted about for two days before being taken in tow and brought into a Pacific port, it was announced today. One of the Matson officials said that when the steamer left a mid-Pacific port the chief engineer calculated he had enough fuel to bring the vessel to port, but when he still had about 50 miles to go the fuel was gone and a wireless was sent out for aid. The first vessel instructed to make a pick-up could not find the drifting ship, but another of the same fleet made the location the next day.

Company officials said that in the future engineers would be instructed to take on a more liberal fuel supply. A similar experience resulted several weeks ago with one of the Matson ships.

Hydrographic Office Notice.

The following information has been received from the Agency of Department of Marine and Fisheries, Victoria, B. C.:

Mariners are advised that the new system of traffic signals at Prospect Point, First Narrows, Vancouver Harbor, B. C., was put in operation Monday, July 1, 1918.

OSCAR W. SCHWARZ,
Nautical Expert U. S. Navy in Charge.

OREGON YARDS PRAISED

JAMES HEYWORTH SENDS MESSAGE OF CHEER TO WORKERS.

Successful Launching of Seven Wooden Hulls on July 4 Brings Congratulations From Far East.

From the Philadelphia headquarters of the Emergency Fleet Corporation there came a telegram yesterday signed by James O. Heyworth, manager of construction, telling Oregon shipbuilders how happy he was that seven wooden hulls had successfully left the ways in this district July 4, a day set apart to show the despicable German ruler what Yankee brains and brawn could do to meet his onslaughts.

Mr. Heyworth not only congratulated the builders and district officers, but added that he was pleased with what had been accomplished, and that he was proud to know how such a situation was met by the men on whose shoulders rests the responsibility for building wooden ships.

One of the most unique features of the July 4 launchings was a printed greeting to employes of the plant of the McEachern Ship Company, of Astoria. Printed on the outside page, in addition to the names of the management and staff, was: "The McEachern Ship Company, on behalf of the 1500 loyal employes and in honor of Independence day, presents for the consideration of the Kaiser 'the McEachern twins,' Benvola and Cotteral, July 4, 1918." "I Am the Ship," by Bert Edward Barnes, was included, and then a description of the ships, the names of the foremen who worked in them and those of the sponsors, Miss Flora Bushnell for the Benvola and Miss Eileen Sprague for the Cotteral.

The Sommarstrom Shipbuilding Company, at Columbia City, where the hulls of the Wanzu and Maratanza were launched July 4, had prepared an elaborate programme, and many citizens of the vicinity, also from St. Helens, joined in the demonstration.

There may be several other vessels to reach water in another week, and one or two may be launched during the visit of Charles M. Schwab, director-general of the construction department of the Emergency Fleet Corporation, and Charles Piez, vice-president and general manager, who are to leave San Francisco for Portland Friday. Also, they are to remain two or three days in the district so as to become thoroughly acquainted with the yards and general lay of the land.

There is to be limited entertainment for the visitors, that being on their own request, and the tour of this state promises to be businesslike.

Marine Notes.

Work on new wooden steamers has drawn the Issaquena to the Pacific Marine Iron Works from the McCormick yard, and the Mattapan there from the Sommarstrom yard, at Columbia City. The Delana, of the Supple-Bailin fleet, has left the iron works for her builders' plant.

In the second number of "Win the War," the Columbia River Shipbuilding Corporation's weekly, two columns of space is devoted to ads of houses and apartments available, they having been located through the corporation's recently organized free rental bureau. The step was decided on as a means of helping men on the payroll to obtain desirable quarters and to have a list in advance for those joining the plant force from other cities.

Plans are under way for resuming dredging and the removal of snags on the Upper Willamette. The steamer Mathloma will be placed in service in about two weeks and operate during most of the season.

Northwest weather off the Columbia River has prevented a surveying crew from completing all details at the entrance, where conditions of the channel are being ascertained through soundings. The work may be ended during the present week.

Captain Tom Crand, pilot for the Union Oil Company, played the part of a dryland cicerone yesterday, when he took Captain Nielsen, of the tanker Washtenaw, and Captain Dart, of the tanker Argyll, over the Columbia River Highway.

Columbia River Bar Report.

NORTH HEAD, July 6.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, 24 miles.

1917 WHEAT CROP IS LARGE

11,743,477 Bushels Received in Storage in Washington to Jan. 1.

SPOKANE, Wash., July 6.—(Special.)—According to official figures there were received in warehouses up to January 1, 1918, 11,743,477 bushels of the 1917 crop from the counties of Spokane, Lincoln, Adams and Whitman. There was more wheat from these counties not then marketed.

The 1917 crop for the state of Washington was only 57 per cent of the average crop for the three previous years. But at the average price of $1.86 much money came to the producer.

It is predicted that the 1918 wheat crop from above counties should be 15 to 20 per cent greater than in 1917, and at the new Government price, which probably will be $2 for the Spokane territory, the farmers are in for millions in cash over the receipts of last year.

FIRE INSURANCE GROWS

Increased Building Costs in Northwest Creates Demand for Policies.

TACOMA, Wash., July 6—(Special.)—Increased building costs have increased fire insurance policies in a large measure, according to reports just issued covering the Northwest and entire Pacific Coast territory. Insurance men say that property owners are increasing their insurance so as to be able to replace should fire take their holdings. Much insurance is held on the basis of building costs of years ago and should fire destroy property under present conditions the insurance would not be sufficient to make a replacement.

Because of this new phase of the business new insurance is being taken, all agents report.

Pacific County Gets Pheasants.

CHEHALIS, Wash., July 6.—(Special.)—Pacific County is to foster the breeding of game birds, Captain L. L. Darling, chairman of the local game commission there, having just received the first consignment of 50 Chinese pheasants from the Washington game farm at Walla Walla. The birds will be loosed in the upper Willapa Valley.

FRENCH FLEET GROWING

FOUR SHIPS TO BE TURNED OVER COMPLETE THIS MONTH.

Capitaine Guynemer, First of the Quartet, Goes on Drydock This Week for Finishing Touches.

Four ships are to be delivered to the French government in completed state during July by the Foundation Company, the first being the Capitaine Guynemer, which was given her official trial trip last week and goes on drydock Wednesday for painting and to have the ground of the wireless plant fitted.

The Commandant Roissin is to be the second completed this month, the Commandant Challes third and the Lieutenant Delorme fourth. The Capitaine Remy was delivered last month. She was the first ship made ready, though the Commandant Roissin was the first launched, her completion having been delayed by the non-arrival of equipment.

The Commandant de Rose will be the next ship launched, probably in another week, and she will be the tenth vessel floated by the company for the French interests. The 11th ship is to be named the General Baratier, the next Colonel Driant, then the General Serret, Nancy, Aviateur Bratier, Belfort, General Callieni, Luneville, General Mounoury and Soissons.

Details of additional vessels to be started have not been worked out, future plans for tonnage being under consideration by the French high commission, members of which that have to do with marine matters being now on their way to the American headquarters at Washington, after having toured the Pacific Coast and looked over the marine plants.

1800 PLACED IN CLASS 1

Reclassification in Washington Renders Many for Ready Service.

OLYMPIA, Wash., July 6.—(Special.)—Reports of approximately 1800 registrants reclassified into class 1 by the boards of this state were received at the selective service department today from less than two-thirds of the boards. Numerous cases are still pending before the boards reporting. Reclassifications are being made under the work or fight order and the revision of men doubtfully deferred in the original classification.

Orders received from the Provost Marshal-General today place moving picture owners, managers, operators and musicians in the class of useful occupations. Heretofore they have been confronted with the prospect of immediate induction into service under the work or fight order.

DAILY CITY STATISTICS

Marriage Licenses.

DUNNAGAN-JOHNSON—A. G. Dunnagan, legal, 1988 Sandy boulevard, and Emily M. Johnson, legal, 72 Sixty-fifth street North.

LAVAGETTO-GARDELLA—Cleto A. Lavagetto, 24, 830 East Twenty-sixth street, and Louise Gardella, 21, 696 Marion avenue.

MOONEY-ROURKE—L. D. Mooney, 39, Raymond, Wash., and Margaret Rourke, 33, Nortonia Hotel.

BENNETT-STARRELL—Waldo E. Bennett, 25, Maxwell Hall Apartments, and Marie Starrell, 23, Athens Hotel.

YOUNG-YOUNG—Martin Young, 51, 1108 South Jersey street, and M. Young, 56, same address.

RAGSDALE-SHEPHERD—Jesse G. Ragsdale, 27, Multnomah Hotel, and Helen E. Shepherd, 22, same address.

RICE-JOHNSON—C. G. Rice, legal, Hotel Gordon, and Mae M. Johnson, legal, 268 North Fifteenth street.

HOWES-BUFTON—J. M. Howes, 28, Vancouver Barracks, and Alma Bufton, 24, 2740 Sixty-second street Southeast.

GWINN-TAYLOR—Leslie D. Gwinn, 23, Vancouver Barracks, and Lola Taylor, 23, Oregon Hotel.

WIMBERLY-LENT—Carl E. Wimberly, legal, Roseburg, and Lellia Lent, legal, 8817 Fifty-sixth avenue Southeast.

MITCHELL-CRUTCHFIELD—Edward D. Mitchell, legal, Rainier Hotel, and Flora E. Crutchfield, legal, 271 Broadway.

AKIN-CLIFTON—W. Frank Akin, legal, Campran Apartments, and Imo E. Clifton, legal, Norton Hotel.

Vancouver Marriage Licenses.

WURTENBERGER-PETZOLD — Oscar Wurtenberger, 24, of Portland, and Miss Eva Petzold, 21, of Portland.

LEWIS-POTTER—Charles Lewis, 43 of Tacoma, Wash., and Mrs. Maude Potter, legal, of Tacoma, Wash.

MANNING-DODDRIDGE—Cyril Manning, 23, of Portland, and Miss Navala Doddridge, 22, of Portland.

SMITH-WILGER — Otis Smith, 20, of Portland, and Miss Billie Wilger, 18, of Portland.

KOLKE-DOW — Gustave Kolke, 23, of Vancouver, Wash., and Miss Laura Dow, 20, of Vancouver, Wash.

GANNON-OLSON—William Gannon, legal, of Vancouver Wash., and Helen Olson, legal, of Olympia, Wash.

CHIPMAN-BAKER—Merlin Chipman, 21, of Portland, and Miss Velma Baker, 18, of Portland.

BOWMAN-TAYLOR—George Bowman, 23, of Portland, and Miss Ruth Taylor, 20, of Vancouver, Wash.

COURT-FOX—James Court, 21, of Portland, and Miss Louise Fox, 22, of Vancouver, Wash.

TERBACK-MACKLIN—Norman Terback, 26, of Knappton, Wash., and Miss Fannie Macklin, 19, of Deep River, Wash.

OLSEN-SHEIBLEG—Bernt Olsen, 64, of Portland, and Hattie Sheibleg, 42, of Portland.

LANGHEED-ETUE — Walter Langheed, 34, of Portland, and May Etue, 30, of Spokane, Wash.

MARSHALL-AMONSON—Robert Marshall, 25, of Rock Island, Ill., and Sylvia Amonson, 22, of Burke, Ida.

SMITH-HEWES—Oliver Smith, legal, of Burns, Or., and Frances Hewes, 26, of Burns, Or.

Births.

THOMPSON—To Mr. and Mrs. Abner Thompson, 547 Hall, July 4, a son.

FLEMMING—To Mr. and Mrs. G. L. Flemming, 772½ Mississippi avenue, June 27, a daughter.

KRIEGER—To Mr. and Mrs. Michael Krieger, 538 East Twelfth, July 3, a son.

SIMPSON—To Mr. and Mrs. L. L. Simpson, 135 East Thirty-third, June 29, a daughter.

KEENE—To Mr. and Mrs. Chester N. Keene, 829 Rodney avenue, June 24, a son.

MERCER—To Mr. and Mrs. H. D. Mercer, 872 Wasco street, June 29, a son.

DAVIS—To Mr. and Mrs. Albert R. Davis, 1019 South Jersey, June 27, a daughter.

HOLTMAN—To Mr. and Mrs. William A. Holtman, 912 East Thirty-sixth, June 23, a daughter.

KENDER—To Mr. and Mrs. Warren J. Kender, 828 East Eleventh, June 27, a daughter.

STEELE—To Mr. and Mrs. George Steele, 252 Blandina, June 11, a daughter.

DOEISCH—To Mr. and Mrs. George H. Doeisch, 810 Princeton, July 2, a son.

CREWS—To Mr. and Mrs. Walter D. Crews, 407 North Jersey, July 1, a son.

HERDER—To Mr. and Mrs. Lucas Herder, 315 Fremont, July 2, a daughter.

LEISY—To Mr. and Mrs. Harvey O. Leisy, 980 East Twentieth, June 28, a son.

HUDSON—To Mr. and Mrs. Harvey E. Hudson, Clackamas, Or., June 20, a son.

Boy Burned by Firecrackers.

WESTPORT, Wash., July 6.—(Special.) — Nine-year-old George Nye's bunches of firecrackers ignited in his coat pocket at Westport and the boy will finish his celebration in a harbor hospital. A bunch of the kids were together and the accident could have happened in a half dozen different ways, the result being the boy has a badly burned side and back.

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