NEW STEEL HULL WESTERN PLAINS

Eight Vessels Launched by Columbia River Corporation Since Dec. 1, 1917.

AVERAGE ONE A MONTH

Mrs. John H. Beeson Sponsor for Second Boat of Isherwood Design. Twenty-seven Steel Ships Are Launched at Portland to Date.

Seven steel hulls have been launched by the Columbia River Shipbuilding Corporation this year, an average of one vessel a month, though they were not actually spaced 30 days apart. Eight ships have been floated in all at that plant, the first having left the ways December 1, 1917.

The last vessel to enter the water was the Western Plains, which was launched at 4:11 o'clock yesterday afternoon. Mrs. John H. Beeson, wife of the corporation's surgeon, was sponsor. The event was fixed for 4:15 o'clock, but as Mrs. Beeson and members of her party were already there, the shipyard band had rendered three selections most creditably and everything was set for releasing the big ship, Walter Brown, superintendent, gave the word and the trigger was tripped.

Second of Isherwood Design.

The Western Plains is the second of the Isherwood design to be floated, the Western Coast, which left the ways July 6, being a sister ship, and there are two more to be finished, after which the corporation will turn out only the transverse types, such as were built before the Isherwood carriers were laid down. In the place vacated yesterday by the Western Plains one of the transverse ships is to be laid down tomorrow.

To date there have been 27 steel ships launched at Portland, 25 of them for the American Government and two for the British, representing a total of 206,600 deadweight tons. Of the lot the Albina Engine & Machine Works has turned out ships of 3300 and 3800 tons, a total of 21,800 tons; the Northwest Steel Company has floated 8800-ton vessels, representing 96,800 tons, and the Columbia River Shipbuilding Corporation 8800-ton ships, aggregating 70,400 tons.

Oregon-Built Ships Listed.

The Chamber of Commerce yesterday issued a table of all vessels launched in the state of Oregon, as well as yards at Vancouver, included in what is known as the Oregon district of the Emergency Fleet Corporation, since the floating of the pioneer motorship City of Portland. The list is as follows:

Albina Engine & Machine Works, Portland—Point Loma, November 3, 1917, steel; Point Arena, November 29, 1917, steel; Point Bonita, March 27, 1918, steel; Point Lobos, April 11, 1918, steel; Point Judith, May 4, 1918, steel; Point Adams, May 11, 1918, steel.

Coast Shipbuilding Company, Portland—Baraboo, April 29, 1918, wood; Barrington, May 15, 1918, wood; Cabeza, July 10, 1918, wood.

Columbia Engineering Works, Portland, private account—Guanacaste, May 17, 1917, wood; Tempate, June 16, 1917, wood; Diria, October 24, 1917, wood; Ethel, November 15, 1917, wood; Chiquimula, December 8, 1917, wood; Elvira Stolt, April 13, 1918, wood; Louisa Bryne, June 24, 1918, wood; Georgette, July 8, 1918, wood.

Columbia River Shipbuilding Corporation, Portland—Westward Ho, December 1, 1917, steel; Westbrook, January 13, 1918, steel; Westgate, January 27, 1918, steel; West Indian, February 27, 1918, steel; West Grove, March 27, 1918, steel; Western City, April 30, 1918, steel; Western Coast, July 6, 1918, steel; Western Plains, July 20, 1918, steel.

Coos Bay Shipbuilding Company, Marshfield—Coos Bay, April 29, 1918, wood; Cohasset, July 12, 1918, wood.

The Foundation Company, Portland—Commandant Rosin, March 20, 1918, wood; Commandant Remy, March 30, 1918, wood; Capitaine Guynemer, April 9, 1918, wood; Lieutenant Delorme, April 18, 1918, wood; Commandant Challes, April 30, 1918, wood; Lieutenant Brainier, May 11, 1918, wood; Capitaine De Beauchamp, May 27, 1918, wood; Lieutenant Pegaud, May 31, 1918, wood; Adjutant Dorme, June 18, 1918, wood; Commandant De Rose, July 9, 1918, wood.

Grant Smith-Porter Ship Company—Wasco, February 17, 1918, wood; Biloxi, February 24, 1918, wood; Kasota, March 6, 1918, wood; Blandon, March 15, 1918, wood; Boilston, March 26, 1918, wood; Moritz, April 11, 1918, wood; Colusa, April 13, 1918, wood; Damaru, April 17, 1918, wood; Wakan, April 20, 1918, wood; Caponka, April 24, 1918, wood; Kuwa, May 15, 1918, wood; Waukam, May 25, 1918, wood; Necolah, July 4, 1918, wood; Nashotah, July 6, 1918, wood.

Kiernan & Kern Shipbuilding Company, Portland—John Kiernan, February 12, 1918, wood.

Kruse & Banks, North Bend—Florence Olson, February 27, 1917, wood; Horace X. Baxter, March 10, 1917, wood; Johanna Olson, April 7, 1917, wood; Virginia Olson, July 14, 1917, wood; Fred Baxter, September 3, 1917, wood; C. A. Smith, October 2, 1917, wood; North Bend, December 15, 1917, wood; Quidnic, March 26, 1918, wood; Kickapoo, April 15, 1918, wood.

McEachern Shipbuilding Company, Astoria—Astoria, October 28, 1916, wood; Margaret, March 3, 1917, wood; Astri, April 30, 1917, wood; Madrugada, July 1, 1917, wood; Pelican, August 9, 1917, wood; Pauline, October 20, 1917, wood; Carmen, December 24, 1917, wood; Evelyn, January 29, 1918, wood; Astoria, April 24, 1918, wood; Salmon, May 18, 1918, wood; Makanda, June 12, 1918, wood; Benvola, July 4, 1918, wood; Cotteral, July 4, 1918, wood.

Motorship Construction Company, Vancouver—Shephard Point, April 27, 1918, wood.

Northwest Steel Company and Willamette Iron & Steel Works, Portland—War Baron, March 30, 1917, steel; War Viceroy, August 2, 1917, steel; Westland, September 14, 1917, steel; Westwind, November 4, 1917, steel; Westchester, December 5, 1917, steel; Westshore, January 13, 1918, steel; Westhampton, February 8, 1918, steel; Western Wave, March 4, 1918, steel; Western Ocean, March 19, 1918, steel; Western Chief, April 20, 1918, steel; Western Spirit, May 6, 1918, steel; Western Light, May 27, 1918, steel; Western Main, July 8, 1918, steel.

Peninsula Shipbuilding Company, Portland—Esperanca, December 16, 1916, wood; Erris, March 27, 1917, wood; Gamma, June 1, 1917, wood; L'Aiglon, July 21, 1917, wood; Clackamas, February 28, 1918, wood; Bellbrook, March 27, 1918, wood; Anoka, April 20, 1918, wood; Cresap, May 2, 1918, wood.

George T. Rodgers Shipbuilding Company, Astoria—Blue Eagle, July 4, 1918, wood.

St. Helens Shipbuilding Company, St. Helens—City of Portland, April 15, 1915, wood; Ruby, June 8, 1916, wood; City of St. Helens, June 16, 1917, wood; S. I. Allard, January 29, 1917, wood; June, January, 1916, wood; Frank D. Stout, May 17, 1917, wood; Thistle, February 14, 1918, wood; Issaquena, May 8, 1918, wood; John W. Wells, July 9, 1918, wood.

Sommarstrom Shipbuilding Company, Columbia City—Musketo, May 14, 1918, wood; Mattapan, June 11, 1918, wood; Maratanza, July 4, 1918, wood; Wanza, July 4, 1918, wood.

G. M. Standifer Construction Corporation, North Portland—W. F. Burrows, April 11, 1917, wood; James Timpson, August 29, 1917, wood; Libby Maine, March 26, 1918, wood; Montezuma, July 12, 1918, wood; Umatilla, July 12, 1918, wood; Belding, July 12, 1918, wood; Arvonia, July 12, 1918, wood.

G. M. Standifer Construction Corporation, Vancouver—Kineo, May 30, 1918, wood; Mocoabee, July 12, 1918, wood; Benzonia, July 12, 1918, wood.

Supple-Ballin Shipbuilding Corporation, Portland—Mt. Hood, December 3, 1917, composite; Mt. Shasta, December 17, 1918, composite; Harney, February 21, 1918, composite; Wallowa, March 18, 1918, composite; Calala, April 18, 1918, composite; Dalana, May 18, 1918, composite; Airlie, July 16, 1918, composite.

Wilson Shipbuilding Company, Astoria—E. H. Meyer, January 20, 1917, wood; Wahkeenah, January 20, 1917, wood; Quoque, May 18, 1918, wood; Lonoke, June 10, 1918, wood; Bonifay, July 4, 1918, wood.

NEW STEAMER STARTS NORTH

Estebeth Will Have Long Mail Route on Stormy Coast.

TACOMA, Wash., July 20.—(Special.)—The Estebeth, trim steamer built by the Western Boat Company, Tacoma, is on her way to Juneau. She will go on the mail route between Juneau, Skagway and Sitka, thus covering a mail route 700 miles long on one of the stormiest coasts of the country.

The Estebeth is a combination freight and passenger steamer 65 feet long and equipped with an 80-horsepower engine. The cost of the Estebeth was approximately $20,000. She is fully equipped. Kaiser & Davis, of Juneau, own the boat, which was named after Dr. and Mrs. Kaiser's twin daughters, Estella and Elizabeth.

Union Heads Go East.

TACOMA, Wash., July 20.—(Special.)—Harley Johnston, of the Machinists' Union, and Patrick Morris, business agent of the Shipyard Laborers, Riggers and Fasteners, will go to Philadelphia to represent Tacoma shipyard workers at the conference to be held there August 5, between shipyard employers and employes. They will voice the sentiments of shipyard workers here as to wage scales, overtime and working conditions generally.

Tides at Astoria Sunday.

High.		Low.	
0:39 P. M.	6.2 feet	6:38 A. M.	-0.4 foot
11:59 P. M.	8.7 feet	6.16 P. M.	3.4 feet

IDLE DOCK LEASED

Dalles-Columbia Line to Make Needed Improvements.

MORE VESSELS ARE ADDED

Pioneer Steamboat Landing Later Will Be Used by Other Companies Operating Out of Portland. River Business Grows.

Ash-street dock, pioneer of the steamboat landings in the main harbor, and which has been idle for about a year, has been leased by The Dalles-Columbia line, primarily for its own purposes in connection with the operation of the steamers J. N. Teal and Twin Cities between Portland and The Dalles. Later other lines are to join with them in the occupancy of the dock.

The property extends from Pine to Ankeny street, the entrance being at the foot of Ash street. For the present The Dalles-Columbia line will occupy the north half of the dock, using the administration building at Ash street for its offices. When the motorship Mount Hood was launched, December 4, 1917, at the Supple-Ballin plant, she failed to check in midstream and floated against the dock, causing part of the upper platform to fall. That will be removed by the lessees and repairs made on the lower dock, while, as other sections of the dock are leased to different lines, repairs will be undertaken.

The O.-W. R. & N. owns the property and of late there has been talk of the company rehabilitating it for its Astoria steamers, but the execution of a lease to The Dalles-Columbia line is taken as showing such a programme is not contemplated. The dock was abandoned by the owners when it was decided to consolidate its inland and ocean vessels under one head at Ainsworth dock.

The Dalles-Columbia interests, which recently inaugurated a service between Portland and Arlington with the steamer Twin Cities, later adding the steamer J. N. Teal, have eliminated Arlington and all of the upper river territory, proceeding only as far as The Dalles. The People's line, which has had the steamer Tahoma for several years, and chartered the steamer Dalles City Friday from the Regulator line, also operates as far as The Dalles, so there are four steamers on the route, a service that was not expected could be maintained less than a year ago.

The companies are bidding for automobile business at both terminals as well as in ferrying them between the Cascade Locks and Hood River, and, in spite of competition, they report being busy.

SEVENTH OF 1918 CROP OF STEEL HULLS IS LAUNCHED AT YARD OF COLUMBIA RIVER SHIPBUILDING CORPORATION.

WEST PLAINS, AFLOAT, AND MRS. JOHN H. BEESON, WHO CHRISTENED VESSEL.

LUMBER MILLS BUSY

GOVERNMENT ORDERS TO DATE AGGREGATE 110,000,000 FEET.

Gratifying Feature of Past Week Is Big Amount of Commercial Business. Car Supply Weaker.

Government orders now being distributed to lumber manufacturers of the Northwest will keep them busy for several months. The aggregate of fir orders already placed mounts to more than 110,000,000 feet.

The orders already parceled out include 63,000,000 feet of cantonment stock; 45,000,000 feet for Eastern shipyards, and 3,600,000 feet for the Navy. Other orders are to be forthcoming, according to the weekly barometer of the West Coast Lumbermen's Association.

A gratifying feature of the week was the amount of commercial buying. The aggregate of new business of this class entered on the books of association members in the week was 65,969,247 feet.

Production for the week reflected inactivity in many plants, this being because of shutdowns for the annual mid-Summer repairs. The week's aggregate was slightly more than 20 per cent below normal, the figure being 67,955,462 feet.

Although car supply is reported weaker than it was a month ago, the mills shipped, for the week, an aggregate of 71,939,170 feet, which was 5,978,923 feet more than they produced. This excess of shipments over production served further to accentuate the shortage of stocks which has been apparent for the last six weeks.

SHIP PLANS UP TO BUILDERS

Suggestions to Be Before Committee at Meeting Tomorrow.

Duplicate plans sent shipbuilders of the Oregon district, covering a tentative draft of a 5000-ton wooden steamer, are to be passed on and their ideas reduced to communications to be in the hands of a special committee tomorrow morning, so a meeting at 10 o'clock will be marked by actual work being started toward the completion of the plans and specifications. The plans are to be taken to Philadelphia by a committee as soon as ready, and final approval of the Emergency Fleet Corporation will pave the way for their construction at all Pacific Coast yards.

Quarters have been arranged for in the Northwestern National Bank building so the committee will be in close touch with the Oregon officials of the Emergency Fleet Corporation and may have access to all other plans of standard and special design ships being turned out in the yards. Unless the work is held back plans should be in shape the fore part of August.

STANDIFER YARD RUSHES WORK

North Portland Plant to Lay Down Latest Carriers Ordered.

In place of the two twin-screw Ferris ships launched at the Vancouver wooden yard of the G. M. Standifer Construction Corporation a week ago yesterday, new keels have gone into place and framing is under way. Another vessel had been floated there May 30, in place of which another is well along, so there are three being rushed and three others are well advanced toward the stage of completion.

Four vacant ways at the North Portland yard of the corporation, where as many ships were floated a week ago, there having been six hulls to go into the water that established a new record in honor of the visit of the Schwab party, are to be occupied as soon as details of late contracts are worked out. The new ships are to be of the standard Ferris design, having single screws, and differ slightly in other ways over the ones formerly laid down.

Captain Swenson in France.

Captain Karl J. Swenson, Medical Reserve Corps, has arrived safely overseas, according to a cable message received yesterday by Mrs. Swenson, who now lives at Beaverton. Captain Swenson was stationed at Camp Lewis and left with the 91st Division.

RIVER WORK NEGLECTED

WILLAMETTE CITIES STIRRED BY LACK OF APPROPRIATION.

Only Enough Money Remains on Hand to Maintain Improvements Made During Previous Seasons.

Lack of an appropriation for the Upper Willamette River in the last rivers and harbors bill, and the fact no steamboat service is enjoyed there at present, is said to be stirring commercial interests of cities located along the upper reaches to induce Congress to remember the Upper Willamette in the next bill; otherwise it is feared much of the channel work undertaken up to the present will be destroyed.

The United States engineers have been frugal during past years, so there remains enough money on hand to operate the steamer Mathloma as a dredge and snagboat during the 1918 season, but only on maintenance, no provision being made for new work or permanent improvements. The vessel will be started this week for the Yamhill River, to remove a bar below the locks, so if the steamer Relief is operated to McMinnville, there will be no impediment to her movements so far as the channel is concerned.

Usually $36,300 has been carried in the rivers and harbors bill for the Upper Willamette, and its expenditure is said to have brought the channel to a point now where it is comparatively easy to maintain it, but should an appropriation not be made in the next bill, so one season would pass without the channel being looked after, much more money and equipment would then be necessary to undo the harm.

Judge McKnight, of Corvallis, who has evinced an interest in river conditions, was in the city yesterday, and learned that the money to be utilized during 1918 was left over, and that there had been no provision in the bill for new work. The expectation is that he will organize Corvallis business men to bring the situation before the Oregon delegation at Washington forcibly to back up any recommendation of the Government engineers.

The waterway is not in use by through steamers, the Oregon City Transportation Company having discontinued its vessels between Portland and Corvallis in the Spring. It is hoped others will undertake their operation, particularly should an increase in railroad rates insure greater patronage to the water line, with increased revenue to justify them being brought out again.

Pacific Coast Shipping Notes.

SAN FRANCISCO, Cal., July 20.—(Special.)—Ratifying the recommendations of the special committee which is striving to arrange plans for new and adequate mechanical equipment for the Port of San Francisco, the Harbor Commission at a special session instructed the state harbor engineer, Frank G. White, to proceed with an investigation to determine the method and cost of installation of the new devices designed to facilitate the handling of cargoes at the docks. At the session announcement was made that the committee, of which Major C. L. Tilden is chairman, would not be disbanded until the improvement programme had been carried into effect.

New mine fields have been discovered off the New Zealand coast, according to officers arriving here from the South Seas. Vessels leaving Sydney are being warned by the Australian Admiralty to beware of the floating destructive devices. The mines discovered in New Zealand waters were of the latest German anchor type. How the mine fields were planted is unknown.

M. J. McGuire, business agent of the local Boilermakers' Union, has been advised to make arrangements for Lieutenant Schagel and Dr. David Hughes, who will arrive tomorrow, to address shipworkers in the Bay district under the auspices of the National service section of the United States Shipping Board.

SEATTLE, Wash., July 20.—(Special.)—George Armes, president of the Moore Shipbuilding Company, and J. H. Anderson, both of San Francisco, and J. F. Duthie and David Rodgers, of Seattle, today were named as a committee to frame a satisfactory schedule of wages for the entire Pacific Coast, which is to be submitted at the Philadelphia conference with the Shipping Board and Wage Adjustment Board August 5. The committee was named by Charles A. Piez, prior to his departure for the East today. Charles M. Schwab and the rest of the party rejoined Mr. Piez and Counsel Cuthell here after a visit to Rainier National Park, and the entire party left over the Milwaukee at 7 o'clock. The wage committee is expected to meet here tomorrow.

The steamship West Gambo, one of the Skinner & Eddy ships launched July 4, was delivered to the Shipping Board today following a successful trial trip, and is the first vessel of the Independence day fleet of the whole country to go in service. Charles M. Schwab congratulated the builders on the feat before he left Seattle.

The W. R. Grace Company has been named by the Shipping Board to handle the loading of the steamship West Coast, a Portland-built vessel, and the West Gambo. Both are in the naval service.

GAS BUOY IS WRECKED

GUIDE MARK AT CLATSOP SPIT DESTROYED.

Mishap at Entrance to Columbia River Necessitates Revival of Old Jetty Sands Range.

Exactly how important is Gas Buoy No. 12, at the entrance to the Columbia River, where it marks Clatsop Spit, was demonstrated yesterday, when the destruction of the superstructure, by a cigar-shaped log raft towed against it, necessitated the revival of the old Jetty Sands range, on the south side, so vessels can be safeguarded when covering the course at night. Robert Warrack, superintendent of the Seventeenth Lighthouse District, expects that a new gas buoy will be in place in about two weeks. Meanwhile vessels bound here are being informed of the change by wireless.

A telephone message from Astoria yesterday advised Superintendent Warrack of the accident. The raft, which was from Wallace Slough and was being towed to San Diego for the Benson Logging Company, ran against the buoy, tearing away virtually all of the structure above the water. Superintendent Warrack says that in its present condition it is not even a dependable day mark, for navigators will be unable to pick it up any distance away.

Another gas buoy is at the Tongue Point buoy station and a third is on the way from the east, but all tenders in the district are busy at other ports and the re-establishment of the light must wait a while. It is not thought by Superintendent Warrack that the damaged buoy will sink, so it will be easy to remove and replace with the proper gear.

The Jetty Sands range was in service before No. 12 was established, and since then the front light of the range has been maintained for the benefit of fishermen during the season. The rear light was not in use, but yesterday Superintendent Warrack ordered it relighted and attended until the gas aid is available.

While navigators have depended on No. 12, the Jetty Sands range will mark the turning point. Inbound vessels hold to a course in line with the "winking" range at Fort Columbia, and, on "lining up" the Jetty Sands range, will turn there for Fort Stevens.

A. M. CONWAY ENTERS SERVICE

Shaver Employe Gives Up Office Work for Man o' War.

Another who has arrayed himself against the Huns is A. M. Conway, for nine years bookkeeper for the Shaver Transportation Company, who yesterday dropped the pen and took up the sword as an apprentice seaman in Uncle Sam's Navy. Mr. and Mrs. Conway leave Portland today for Pennsylvania, where Mr. Conway's home will be visited, after which he reports for duty.

Though assigned to the deck department on enlisting, Mr. Conway hopes to transfer into the radio branch or perhaps, with his knowledge of office details, he may be advanced to yeoman. Mr. Conway was married last year, but in spite of family ties decided to go into the service. Officials of the Shaver fleet speak of the new sailorman in the highest terms, and their regret at his departure is only offset through the fact that they appreciate his enlistment means that much more man power arrayed against the Kaiser's crowd.

Marine Notes.

Fred Heywood, for years with the San Francisco & Portland Steamship Company as purser on its vessels, has given up the sea, at least for the present, and is connected with the San Francisco office of the fleet.

Although orders were expected to discontinue the camouflaging of small steel steamers and the wooden vessels that are to remain on the Pacific side, no instructions have yet been received.

Several Portlanders are to be numbered with the crew of the new 3800-ton steel steamer Point Judith, which went on her trial trip yesterday, among them being F. C. Jackson.

With the river down to a 10-foot stage, dredging is to be resumed on the Lower Columbia. The Government dredge Multnomah is at the St. Johns Municipal Terminal for a short time and the Wahkiakum will be started this week on the lower river, to be joined later by her fleetmate. The Port of Portland will attend to channel work in the Willamette River as before.

San Francisco reports have it that Chief Engineer Kinsman, of the concrete steamer Faith, which was here recently, has left the vessel to become associated with a concrete shipbuilding plant at San Pedro.

Shipping men attended the funeral Thursday afternoon of James J. Jassell, for years with Taylor, Young & Co., and who died Tuesday at the age of 82 years. He had resided in Portland 34 years. The deceased was born at Bristol, England, and was a bachelor. The interment was at Greenwood Cemetery.

Captain Charles Nelson, head of the Peoples line and who has been skipper of the steamer Tahoma with that fleet, yesterday was signed as master of the Dalles City, which has joined the line under charter.

U. S. Naval Radio Reports.

(All locations given are at 8 P. M. yesterday unless otherwise stated.)

ASUNCION, Richmond for Cordova, 77 miles north of Richmond.

PRESIDENT, San Francisco for Seattle, 94 miles north of San Francisco.

KLAMATH, San Francisco for San Pedro, 10 miles south of Pigeon Point.

JOHANNA SMITH, San Francisco for Coos Bay, 136 miles north of San Francisco.

ATLAS, towing barge 93, Richmond for Portland, 136 miles north of Richmond.

Columbia River Bar Report.

NORTH HEAD, July 20.—Condition of the bar at 5 P. M.: Sea smooth; wind west, 8 miles.

WAGE SCALE TOPIC

Shipbuilders Return From Puget Sound Conference.

SITUATION IS ANALYZED

Emergency Fleet Officials Bent on Keeping Production Within Limits of Labor and Costs; Distribution of Man Power Aim.

Shipbuilders who have returned from Puget Sound cities, where they attended a conference on the Macey wage scale with representatives of all shipbuilding plants and crafts on the Pacific Coast, are analyzing the effects of the visit to the district of Charles M. Schwab, Director-General, and Charles Piez, vice-president, of the Emergency Fleet Corporation. The most prominent of their deductions is that the officials are bent on keeping production within the limits of labor and costs. They not only have discouraged new plants, but have curtailed expansion of some already established.

The project of the Columbia River Shipbuilding Corporation here for two additional ways, which are now under construction, is probably the only case of expansion in a steel plant permitted to proceed uninterrupted. The new yard of the Northwest Steel Company, which seemed assured up to the day the party arrived, has been postponed and the same policy has been applied to Puget Sound plants.

Expansions Not to Be Made.

Commenting on that phase of the trip of the officials, Joseph R. Bowles, president of the Northwest Steel Company, yesterday said:

"The result was that, after a full analysis of this situation, rather than deplete further the supply of men required for farms and general uses, no further expansions in the production of war industry products—ships and auxiliaries therefor particularly—would be arranged. Hence, our new four-way plant was laid aside for the present. The question of building a plant for production of forgings, steel castings and bars for use in ship construction, also met with disfavor, as did all other applications for expansion which might make further drafts upon the already limited man power of this district.

"The same procedure was followed on Puget Sound, where all plans for new extensions were abandoned, and, in addition, arrangements which had already been completed, and construction work started on extensions of two or three of the large shipbuilding plants, were stopped, and that district, therefore, will proceed only with the ship ways now in operation.

"I am informed that like action has been taken in regard to expansions in California. All shipbuilding plants were, however, assured that further contracts would be awarded in keeping with their progress of launching and delivery during the period of the war."

As to the wage adjustments all matters were not disposed of, the Emergency Fleet Corporation officials arranging for a general conference to be held at Philadelphia, the headquarters of the corporation, on August 6. To that Portland will send a delegation of five, four representing the shipyards and one the auxiliary manufacturers, such as machine shop and foundry operators, who are to be placed in the same category as regards wages. From Puget Sound there will be seven representatives. Labor delegates, including the presidents of international unions, also will be present. In the main, it is said the session will deal with inequalities in the scale, making adjustments where deemed advisable, and correcting existing misinterpretations of the scale, as well as extending the classifications of workmen in some respects.

The understanding is that on the conference reaching a decision in those matters it will become effective immediately. The Government is the sole dictator of wages and the Philadelphia meeting is counted on to place a quietus on practices in vogue in some districts of paying in excess of the scale in order to draw men from their localities.

Employment Not Proportionate.

Regarding the number of men in war industries on the Coast, Mr. Bowles said:

"The Fleet Corporation officials discovered on the Pacific Coast that somewhat too large a proportion of our man power was engaged in ship building, spruce production and allied war industries; that out of the total of about 400,000 working in shipbuilding plants in the United States, approximately 100,000 or 25 per cent of the whole, were in yards located in Oregon and Washington, and almost as many more in California. In addition, there are in excess of 30,000 in spruce industry, which must be at least doubled by reason of a recent call of the Signal Corps for an increase from 10,000,000 to 30,000,000 feet monthly."

DAILY CITY STATISTICS

Marriage Licenses.

SNASHELL-HECKMANN—V. C. Snashell, 4, Gresham, and Violet A. Heckmann, 27, 5411 Forty-seventh avenue Southeast.

SEBERG-JOHANSSON—Frederick N. Seberg, 26, 616 Pettygrove street, and Judith Johansson, 25, 609 East Nineteenth street.

FORBES-THUNE—Frank H. Forbes, legal, 329 Broadway, and Constance E. Thune, legal, Rose Friend apartments.

MEARS-DAVIS—Harvey W. Mears, legal, 217½ Second street, and Mrs. Susie Davis, legal, same address.

LLOYD-MITCHELL—George A. Lloyd, 33, Seattle, and Nellie Mitchell, 25, Arlington Hotel.

KUHK-KUKS—John Kuhk, 35, 647¼ First street, and Alvina Kuks, 36, 635 First street.

PATTERSON-ANDROSS—John S. Patterson, 28, San Francisco, and Jessie B. Andross, 28, 171 West Park street.

KUS-HIRVELA—John A. Kus, 21, 648 Tacoma avenue, and Hilge Hirvela, 20, same address.

CONRAD-NEAGELI—Conrad Conrad, 34, 246 Salmon street, and Anna Neageli, 24, Hillsdale.

FITZEK-JETSCHIN—R. Fitzek, 26, 1715 East Eleventh street, and May Jetschin, 28, 897 Salmon street.

HOLLENBACH-FARWATER—William E. Hollenbach, legal, 1850 McKenna avenue, and Edith Z. Farwater, legal, 748 Kearney street.

HOLTON-BALIN—W. F. Holton, 27, 461 East Burnside street, and Vida Balin, 18, 307 East Eleventh street.

FROST-LEE—Leroy Frost, 25, 200 East Fifty-sixth street, and Mary Pauline Lee, 18, same address.

Births.

VALENTINE—To Mr. and Mrs. Jack Valentine, 1132 East Glisan, July 17, a daughter.

SMITH—To Mr. and Mrs. H. E. Smith, 173½ North Twenty-first, July 16, a son.

HINDLEY—To Mr. and Mrs. Joseph Hindley, 929 South Kellogg, July 9, a son.

PETERSON—To Mr. and Mrs. Albert A. Peterson, 621 East Pershing, July 18, a daughter.

MOORE—To Mr. and Mrs. Charles E. Moore, East Twenty-sixth and Harrison, July 8, a daughter.

KOBAYASHI—To Mr. and Mrs. Kosaburo Kobayashi, 35 Russell, July 12, a daughter.

WARREN—To Mr. and Mrs. Jesse Warren, Jr., 867 Halsey, July 14, a daughter.

LYONS—To Mr. and Mrs. Henry L. Lyons, 5703 Forty-fifth, July 13, a daughter.

MILAN—To Mr. and Mrs. Dan Milan, 523 Guild avenue, July 11, a daughter.

We manufacture for Shipbuilders
BOAT SPIKES
BOLTS
SHIP RIVETS
NORTHWEST STEEL CO.
Portland, Oregon.

JOHN D. RYAN COMING WEST

Chief of Aircraft Production Bureau Leaves Washington Today.

John D. Ryan, chairman of the Aircraft Production Bureau, which has taken over much of the important work of the Aircraft Board, is scheduled to leave Washington today for Portland.

While he may visit other points, it is believed that Mr. Ryan's primary object in coming West is to look over the work of the spruce-production division of the Signal Corps and consult with Colonel Brice P. Disque, head of the division.

In announcing the coming of Mr. Ryan, Kenneth Ross, personal representative of the bureau chief, said the visitor would attend the annual convention of the West Coast Lumbermen's Association to be held at Paradise Valley, Rainier National Park, Wash., July 26 and 27. Just when he will reach Portland and how long he will remain was not announced.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 20.—Maximum temperature, 76 degrees; minimum temperature, 60 degrees. River reading, 8 A. M., 10.2 feet; change in last 24 hours, 0.1-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1917, 38.04 inches; normal rainfall since September 1, 44.37 inches; deficiency of rainfall since September 1, 1917, 6.33 inches. Sunrise, 5:40 A. M.; sunset, 8:54 P. M.; total sunshine, 9 hours 42 minutes; possible sunshine, 15 hours 14 minutes. Moonrise, 6:28 P. M.; moonset, 2:26 A. M. Barometer (reduced sea level), 5 P. M., 30.14 inches; relative humidity at noon, 49 per cent.

THE WEATHER.

STATIONS.	Minimum temperature	Maximum temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	52	74	0.00	14	NW	Pt. cloudy
Boise	56	82	0.00	..	NW	Pt. cloudy
Boston	66	82	0.00	..	E	Pt. cloudy
Calgary	52	66	0.38	..	NE	Pt. cloudy
Chicago	72	92	0.00	16	S	Clear
Denver	66	86	0.42	..	NW	Rain
Des Moines	58	96	0.00	..	SW	Clear
Eureka	54	62	0.00	18	NW	Clear
Galveston	80	88	0.14	..	S	Clear
Helena	60	80	0.00	..	NW	Clear
†Juneau	56	..	0.00	..	SE	Pt. cloudy
Kansas City	74	*94	0.00	10	S	Clear
Los Angeles	66	86	0.00	..	SW	Clear
Marshfield	48	74	0.00	..	NW	Clear
Medford	41	86	0.00	12	NW	Clear
Minneapolis	68	94	0.00	14	SW	Clear
New Orleans	76	84	0.00	..	SW	Cloudy
New York	66	88	0.00	12	W	Clear
North Head	58	64	0.06	..	W	Clear
North Yakima	54	82	0.00	..	NW	Clear
Phoenix	78	106	0.00	..	NW	Rain
Pocatello	64	86	0.00	10	W	Pt. cloudy
Portland	60	76	0.00	10	NW	Clear
Roseburg	50	82	0.00	10	N	Clear
Sacramento	60	96	0.00	..	NW	Clear
St. Louis	76	92	0.00	12	E	Clear
Salt Lake	62	90	0.00	10	SE	Clear
San Diego	66	74	0.00	..	W	Clear
San Francisco	50	74	0.00	..	SW	Clear
Seattle	58	68	0.12	..	SW	Cloudy
*Sitka	..	70	0.00	..	NW	Clear
Spokane	58	74	0.00	10	SW	Cloudy
Tacoma	56	72	0.00	12	W	Pt. cloudy
Tatoosh Island	54	56	0.30	..	S	Cloudy
†Valdez	46	..	0.00	..	....	Clear
Walla Walla	60	80	0.00	..	W	Pt. cloudy
Washington	62	90	0.00	..	SW	Clear
Winnipeg	52	90	0.00	14	S	Pt. cloudy

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Fair; gentle northwesterly winds.

Oregon and Washington—Fair and warmer, except near coast; gentle westerly winds.

Idaho—Fair.

EDWARD L. WELLS, Meteorologist.

TOO LATE TO CLASSIFY.

HAWTHORNE DISTRICT.
Just a small payment down and balance like rent. Elegant 5-room house, perfectly new. Modern, except furnace and hardwood floors; extra large lot, beautiful lawn, roses, fruit trees, paved street, full cement basement, fireplace, built-in buffet and bookcases, extra large kitchen, floored attic, two large bedrooms, bath, $3300. Leaving city. Attractive terms. No agents. Tabor 7749.

HERE'S a nice little home for some laboring man for $650, easily worth $1000; lots alone worth $600. Convince yourself, take Montavilla car, get off on E. 75th and walk north to Halsey, rustic 4-room house on corner of 75th and Halsey. You will have to hurry, for house will go this week. Miller, 210 Oregon bldg.

ANDERSON—In this city, July 19, 1918, Charles Byrd Anderson, aged 29 years; beloved husband of Mrs. Mildred Anderson, of Halfway, Or. Remains will be forwarded by the Holman Undertaking Company to Halfway, Or., July 21, 1918, where services will be held and interment made.

FOR SALE—Art glass and mirror shop in California valley town of 40,000; only shop in valley. Plenty of business at very good prices. Machinery and material at cost, nothing for good will. Owner has to sell on account of sickness. Might consider part trade. W 397, Oregonian.

CASHIER and bookkeeper, capable of balancing cash and books daily and taking charge of assistants in work. Permanent position in large office. Good salary. Give full details of past experience in letter, which will be treated strictly confidential. AO 724, Oregonian.

THIS IS IT.
Fine, modern 7-room, 2-story house, Hawthorne district; hardwood floors, bath, two toilets, fireplace, sleeping porch, fine garage. Willis Maguire, owner. Evenings, Tabor 5540; daily, Main 5649.

FOR RENT—Completely furnished six-room bungalow in Hawthorne district. This is a private home, includes piano, etc.; no children wanted and only those who can give good references need apply. Phone Tabor 1061, Sunday or after 7 P. M.

FOR SALE—Concessions at the Multnomah County Grange field meet at Gresham, Or., July 27, 1918. Ten granges represented. J. E. Metzger. Phone Farmer 348, Gresham, Or.

FOR SALE—Folding chairs, in good condition; 32 doz. single, dozens, or entire quantity; used very little, at a bargain. J. E. Metzger, Gresham, Or. Phone 348, Gresham, Or.

B-37 BUICK—1-man top, clock, searchlight, speedometer, extra tire; best of condition. 228 Washington st. Main 6297; res., Tabor 7883.

1918 CHANDLER chummy roadster, wire wheels; run 2000 miles on city streets. Price $1750. Marshall 1686. 43 Fordham apts.

LOST—Red cameo brooch, on Woodstock or Richmond car, Third or Morrison sts., or Swetland's. Return to 6 N. 3d st. Reward.

1918 5-PASS. Cadillac, just as good as new; 5 good cord tires. Price $2600. Inquire J. H. McKenzie, care May Hardware Co.

BLACKSMITH helper wanted. Apply Monday morning 429 Belmont st. Tucker's Shop.

WANTED—Young man for grocery delivery; must be able to drive auto. Apply Monday 840 Corbett st.

WANTED—At once, a strong boy to nail up boxes. Apply at the Savinar Co., 100 Front st.

RESTAURANT tables, marble counter, steam table and equipment for sale. W 399, Oregonian.

FOR SALE—1917 Maxwell at a bargain, in first-class shape. Phone Main 4697 after 11 A. M.

LOST—Tuesday, near Grand ave. and E. Ash, bunch of keys. Reward. Rogers, Main 1193.

WANTED—4 and 6-ft. cigar case, also other fixtures. W 398, Oregonian.

FOR SALE—A late model Ford roadster. Call Col. 856, all day.

LOST—4-tooth gold bridge on Everett, bet. Grand ave and 6th. Phone East 7043.

$1500 LESS than market price, ¼ block on Union ave. Terms. R 271, Oregonian.

ROOM, bath, light ph., for young lady employed. 407 Jefferson, flat A.

WANTED—A dishwasher, male or female, 385 3d. Room and board and good wages.

BARGAIN—Fine boathouse, well worth $60, $10 takes it. Marshall 1569.

WANTED—Active, capable man as hall man. Apply Monday, 325 Yeon bldg.

3 ROOMS, unfurnished, $15 a month; water and gas included. 718 East Morrison.

TOO LATE TO CLASSIFY.

WILL TRADE 1¼ acres at Multnomah sta., on Oregon Electric, value $2500, for bungalow not too far out or too expensive; this place lies fine and is all planted in fruit trees, mostly 6 years old; city conveniences, water, light and gas, paved and macadamized streets all the way. E. 7491.

FOR SALE—1917 Ford one-ton truck. Call East 4094.

ATTRACTIVE 5-room bungalow, fireplace, bookcase, cement basement, trays, gas, electricity. Hard-surface, convenient to shipyards. Owner on premises today. 5.. W. Lombard st.

BAKER—July 20, Lick Baker, aged 42 years. Funeral will be held from Dunning & McEntee's chapel Tuesday, July 23, at 2 P. M. Friends invited. Interment Columbia Cemetery.

FOR SALE—New Edison diamond disc phonograph, latest model, with 10 double records, cost $117; will sell for $90 cash. Call at 165 Woods st., South Portland car, or phone Main 2984 Mon. or Tues.

WANTED—A middle aged lady without children to take care of invalid lady in a country home; reasonable wages and a good home, one mile east of Tigard, Or. Call in person at Hotel Hood, 88½ 6th st.

LOST—Off Union Pacific train near Hood River last Sunday, small white Boston Bull terrier named Jeff; slit in right ear, scar on left side of neck. Notify R. R. agent at Hood River. Reward.

DODGE 5-passenger touring car, new cord tires, good spare tire, excellent condition; car has been driven only on paved streets; $850 cash, no trades considered. Phone Knox at Broadway 1130.

PRIVATE party wishes to rent 5 or 6 room house. Eastmoreland or Alameda Park preferred; might consider buying. B398, Oregonian.

YOUNG lady stenographers, Remington or Royal operator, salary $12 per week; typewrite your reply and state experience; give phone number. AN 378, Oregonian.

THE EVERETT, 644 Everett st., between 20th and Ella street. Furnished 3-room apt. with sleeping porch; modern, walking distance.

FOR SALE—20 acres, near Gresham, Or., A1 soil, fenced; some easily cleared; $2200, $300 down, terms balance. C 366, Oregonian.

FOR SALE—One team horses, 2600 weight, $85; will sell separate; trial. Wm. Callihan, one mile east Milwaukie Lake road. Phone Milwaukie Pharmacy.

LOST—Person who took orange-colored kitten from 737 Johnson st., Friday night, was seen. Kindly return same. Reward for information. Main 2910.

FOR SALE—Indian motorcycle 1916 model, electric equipped, Dream tandem, one new tire A1 condition. Call before 12 o'clock D 1130. $180.

FOR SALE—One English greyhound, 1 year old, well trained; one stag hound also well trained; for information, call Broadway 4811.

1916 CHEVROLET, A1 condition, run 4000 miles, good tires, demountable rims; $500, terms. Call East 1962.

LOST—A gold shamrock pin with diamond center, near Vista House, Columbia Highway, Sat. afternoon. Reward. Main 7119.

WANTED at once, driver for good laundry route; state experience, give address and phone number. X 418, Oregonian.

WANTED—2 or 3-room furnished apt., north of Washington st.; mother and son; permanent. Bdwy. 3598.

SALESWOMEN for shirt waists. Apply 9 to 10 A. M., superintendent's office, Olds, Wortman & King.

MAN to set up electrical toys, wagons and wheel goods. Apply superintendent's office, 9 to 10 A. M. Olds, Wortman & King.

FOR SALE—Chalmers 7-pass. automobile; will take good milch cow as part pay. Call Columbia 141, Monday.

FOR SALE—Portable chicken house; will accommodate 20 or 24 chickens; good condition. Call Tabor 2504 Sunday.

FOR SALE—1 4-cyl. air compressor, 2 10-H. P., 4 cycle marine engines; 1 4-H. P. anchor hoist. Call Broadway 906.

WANT some women to sort potatoes. Call 214 Madison, after 2 P. M., Sunday, Wabash Hotel, room 74.

HAVE large truck, do all kinds of hauling. Call Main 2876, room 74.

PIERCE-ARROW roadster, 1st-class condition, overhauled and repainted. Bdwy. 996.

BIG Opportunity for restaurant man; new building at entrance of shipyard. Sel. 128.

FOUR room furnished flat with yard, close in. Sellwood 128.

RESPONSIBLE couple desires use of piano for care. Phone Columbia 789.

TRADE modern Eugene bungalow for modern Portland bungalow. Phone East 1974.

TWO experienced drivers. Apply People's Market and Grocery, 1st and Taylor.

FOR SALE—Mitchell roadster, $325, A1 condition. 445 Hawthorne ave. Phone E. 8241.

FOR SALE—Dandy country club Overland, fine condition, good tires. Main 7290.

JULIENA APT., 45 Trinity Place; 4-room apt. Mar. 983.

HOME in country for boys 7 and 8; state terms. Mrs. Long, 729½ Williams ave.

FOR SALE—Bicycle in first-class shape. Broadway 2959.

$100 LIBERTY bond, 3d issue. Broadway 4603.

BOY, 16, wants some kind of work. Joseph Tay, 401 First st.

FOR SALE—Reading standard motorcycle, $90. 445 Hawthorne ave. Phone E. 8241.

FOR RENT—Furnished 4-room modern flat. Phone Tabor 266.

1917 Harley Davidson. Electric equipment, for sale cheap. E. 4134.

1917 BUICK light six, $925 cash. Call forenoon A 5165.

FOX TERRIER pup, 6 months old. Phone Sellwood 1345.

A GOOD new piano for sale cheap. 429 Wash. st.

OLD potatoes, 8 sacks, at country price. Get these today. 448 E. Everett.

$500 TO $10,000 LOAN, city or farm; private party. B 393, Oregonian.

CHICKENS for sale, old and young. Tabor 4723. Call Sunday.

MEETING NOTICES.

GUL REAZEE GROTTO NO. 65 will give an informal moonlight dancing party on the "Swan" Friday, July 26, leaving foot of Jefferson street at 8:30. Admission 75c. All members, Masonic fraternity and their friends are cordially invited. Members please wear your fez. Charles L. Bullard, Bob Evans and Harry A. McRae.

M. W. A. FIELD DAY.
All Modern Woodmen and Royal Neighbors and friends are requested to bring well-filled baskets next Sunday, July 28, for the big annual field day meet at Columbia Park. Games begin at 10 A. M. Community basket dinner at noon. All kinds of games, sports, band music and speaking. Everybody welcome.

PYTHIAN SISTERS.
By the authority of the most excellent chief, the Sisters are requested to meet at J. P. Finley & Son's undertaking parlor, Tuesday 10:30 A. M. to attend the funeral of our late Sister Bryant.
FLORENCE DE MARS,
Mistress of Records.

KIRKPATRICK COUNCIL, 2227, KNIGHTS AND LADIES OF SECURITY—Come to the big open meeting next Friday, July 26, 8:30 P. M. sharp, Swiss Hall, Third and Jefferson. Cards "500," Kirkpatrick mandolin and banjo orchestra, dancing, Hoch's union music, good prizes, admission free.

PORTLAND STAR HOMESTEAD NO. 42, B. A. Y., will meet in Moose Temple, Fourth and Taylor streets, Thursday night, July 25. Will be a business meeting. Presence required of all those who have a birthday in July.

TREASURER OF FRATERNAL BROTHERHOOD will collect dues Mondays and Thursdays, between 2 and 5 o'clock, at offices of Ambrose & Lennon, Lafayette building, 313½ Washington, near Sixth.

WANTED—Men and women to attend free lecture at Arion Hall, 2d and Oak, Sunday 8 P. M. Lena Morrow Lewis, a lecturer of National reputation; subject, "Socialism and Democracy."

WOMEN OF MOOSEHEART LEGION are giving a card party and dance Tuesday evening, July 23, at the Moose Hall, 4th and Taylor sts. Grocery prizes will be given. Admission 25 cents.

EMBLEM Jewelry, buttons, charms, pins, new designs. Jaeger Bros., 131-3 6th st.

FRIEDLANDER'S for lodge emblems, class pins and medals. 310 Washington st.

CEMETERIES.

BEAUTIFUL MOUNT SCOTT PARK CEMETERY
Perpetual care assured with every purchase.
No expense afterward. Prices lower. Courteous treatment to all