# UNION MEN AGAIN TAKE HALF HOLIDAY

## Boilermakers in Steel Shipyards Repeat Saturday Walkout of Week Ago.

## ACT STOUTLY CONDEMNED

**Government Representatives Declare Men Have Violated Agreement. Examiner Montague Makes Statement of Case.**

Repeating the action taken a week ago in refusing to work Saturday afternoon, about 80 per cent of the men in steel shipyards who are members of the Boilermakers' Union walked out at noon yesterday, and of 2300 men employed at the Willamette Iron & Steel Works 39 quit work at noon. There were six more who failed to report for duty on the first night shift. A week ago yesterday it is said not a man left that plant.

Government representatives condemn the action as a violation of the agreement under which the men are working, and the Willamette Iron & Steel Works has ordered discharged the men who left their places yesterday. Though the absence of the union men hampered other plants to some extent, all continued working with the men remaining. No other bodies among organized labor have followed the action of the Boilermakers' Union, and one, local No. 82, Operative Plasterers and Cement Finishers, adopted a resolution in favor of a full week's work and an offer to co-operate in any manner with the Government.

**Chairman Macy Sends Telegram.**

Richard Montague, examiner in Oregon for the Macy Adjustment Board, yesterday made public a telegram from Chairman Macy, as follows:

"Shipbuilding Labor Adjustment Board considers action of boilermakers in refusing to work Saturday afternoon violation of decision and obstructive of shipbuilding programme."

Another message from Secretary Seager, of the board, to the effect the board had communicated with Acting President Wyant, of the International Boilermakers' Association, said, referring to the men who had walked out:

"The action of course is clear violation of decision and should be roundly condemned."

The understanding is that Mr. Wyant communicated directly with the union, ordering the men to work yesterday afternoon.

**Mr. Montague Issues Statement.**

Commenting on the situation yesterday Mr. Montague made the following statement:

"The action of the boilermakers in walking out Saturday afternoons was a deliberate violation of the Macy agreement and wholly unwarranted by any of the grievances of which the men complained.

"The matter of wearing union buttons had been fairly considered and submitted to the board and put up to the decision of the employes themselves, through their regularly elected shop committee. There had been, it is true, many vexatious delays and difficulties in enforcing the Macy agreement, but the labor adjustment board and its local officers had continuously and diligently kept at work rectifying and adjusting these, having in mind at all times the welfare of the men and animated by no purpose but to do full and ample justice to them.

**Adjustment Board at Its Best.**

"Not every disputed point has been decided in favor of the employes. As a matter of fact, the great majority of them have, but no reasonable man can, expect to prevail in every controversy, nor will any fair-minded man contend that he is always right. The adjustment board and the officers of the Government generally are continually studying means of improvement of the machinery by which grievances are adjusted, and if they can have the co-operation of all parties they will certainly succeed in bringing about better results in adjusting disputes between employers and employes than has ever been known before, and in a way, too, which will give the employes a more full and reasonable hearing.

"The action of the boilermakers, which it is believed is not approved by a great proportion of the well-disposed and thoughtful men among them, is calculated to make the judicious grieve. Such hasty and unwarranted breeches of good faith and plighted word do more harm to the cause of organized labor than all its enemies."

**Plasterers Declare Loyalty.**

The resolution of the Operative Plasterers and Cement Finishers, a copy of which was sent to Mr. Montague, and won his earnest approval, is as follows:

From the Operative Plasterers' and Cement Finishers' Union, Local 82, to the Emergency Fleet Corporation, Local Board—To this Government of the United States of America. Sir:

Whereas, A condition exists within this United States of America and outside of its borders, that asks for a co-operation, of all lovers of democracy, to destroy all attempts of the enemy in and outside of its borders, whose sole aim is to establish autocratic rule and destroy the ideals and aims and liberties of this United States; and

Whereas, It is only through a co-operation of all the people in this United States that we employ, assist and co-ordinate with all of our departments relative to, and directly interested in, producing and constructing the necessary material that will bring about a decisive victory for the United States of America; and

Whereas, It is the wish of this Government that organized labor shall co-operate toward supplying said assistance, that is of essential need, in all of its departments; therefore, be it

Resolved, That we, the Plasterers and Cement Finishers of the city of Portland, Local Union 82, offer our assistance in co-operating in any way with this Government, to set aside our by-laws and rules and regulations relative to time on Saturday, and work a full day instead of half time, and offer ourselves in any way that we may be of interest to this United States in its hour of trial. Uniform or a pair of overalls, we are with you till the Red, White and Blue swings over the Reichstag.

Yours for victory, J. FOLLEY,
Business Agent Local 82, 202 South Fourth street.

This stand is taken in view of influences that seek to work out a 44-hour week.

(Seal attached as follows: Local No. 82, O. P. I. A., Portland, Oregon.)

**Men Will Be Discharged.**

The Willamette Iron & Steel Works management caused a notice to be posted in the shops to acquaint the men with their attitude, it being as follows:

"The Saturday half-holidays, which have been in force during the months of June, July and August, have been discontinued until June, 1919. This action is in accordance with the agreement entered into with the Shipbuilders' Labor Adjustment Board. It is our desire that no misunderstanding shall exist regarding our position in this matter. Any employe failing to work the required eight hours Saturday will be considered as having broken the rules under which we are operating, unless satisfactory evidence is offered that his absence was unavoidable. This shipyard is operating on a 48-hour-week schedule and absentees on other days than Saturday, unless satisfactorily explained, will be considered as having broken the rules, the same as those who fail to work a full day Saturday."

It is said to have been reported to the management that some of the union men planned to work yesterday afternoon and lay off one afternoon during the week, so as to make only a 44-hour week.

At the headquarters of the union it was said that the officers expected to receive information from the Macy board by tomorrow that will govern their actions in the future. Regarding the men having left the Willamette plant after the notice was posted, it was said they had obligated themselves to stand by a resolution adopted last week, in which the members agreed to work only four hours Saturdays until the new Macy schedule was announced.

## CLASSIFICATION IS NECESSARY

**Work of Getting Crews Slow Because of Draft Complications.**

Registrants included in the last draft registration up to 45 years are having no easy time casting their lot with the merchant marine service, because some of the draft boards decline to release them in advance of the classification being completed. Lieutenant Jones, in charge of the office of the sea service bureau of the Shipping Board, who is endeavoring to fill out crews for three ships in the harbor now, has experienced considerable trouble along that line, but it is anticipated instructions will be forwarded from Washington as soon as possible that will clear the situation. Some boards have given the men certificates to join ships.

Captain Trauny, who arrived yesterday from Seattle to assume command of the wooden steamer Boxley, received instructions last night to return to the Puget Sound city to appear as a witness in a legal action pending. It is not thought he will be prevented from going out with the vessel.

# GRAIN OFFICIAL TO ACT

**FOOD ADMINISTRATOR PREPARES TO MEET FEDERAL ORDER.**

**News That Government Will Use Ten Vessels to Load Flour in Portland Not Confirmed Here.**

Positive information that the Government will utilize 10 vessels to load grain and flour here and on Puget Sound during the next few weeks in an effort to relieve the congestion, as decided on at Washington Friday, had not been officially conveyed yesterday to M. H. Houser, of the Food Administration Grain Corporation, but that did not deter him from proceeding with a check as to the number of carriers that would be available during September and October.

In wooden ships Mr. Houser estimates conservatively, 10 to 12 being the total in Oregon, with six to eight steel ships. So far as his responsibilities go he is prepared to start the movement at once. At Washington, so it has been intimated, the movement of cereals in wooden bottoms is rated as experimental. On the Pacific Coast no such classification is recognized. Grain has come from Australia in old wooden vessels during the past year, and, when the grain was in shipping condition as it went aboard, it was delivered satisfactorily.

Also, says Mr. Houser, while there is abundant wheat at tidewater, there is no reason why more should be forwarded from the interior to such extent the movement of other kinds of cargo is interfered with. He points out that the shipments can be held in the country until more is required with which to dispatch ships.

## PRIORITY OF TRAVEL URGED

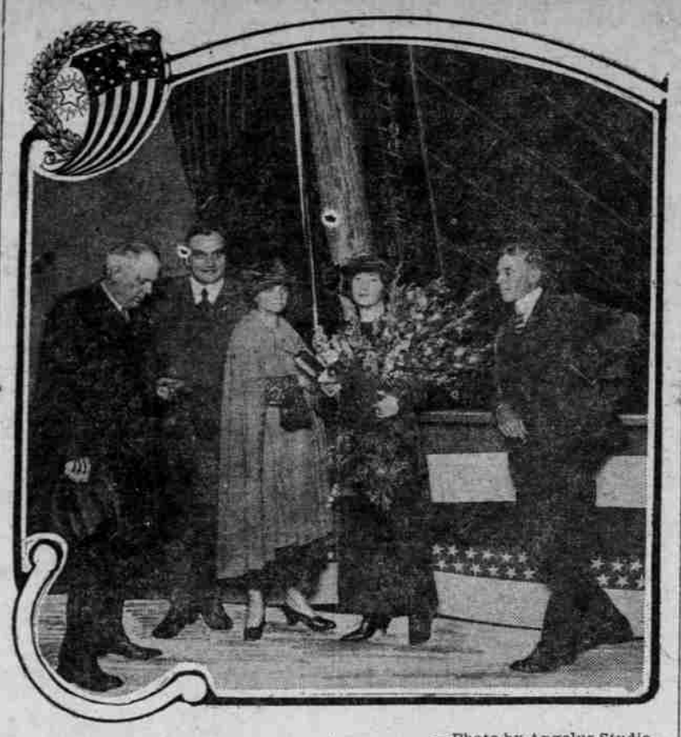
**Real Needs of Passengers to U. S. Asked by Honolulu to Be Criterion.**

HONOLULU, T. H., Sept. 3.—(Special.)—Due to the ever-increasing demand for passenger accommodations from Hawaii to the mainland, as a result of the ever-decreasing number of ships available to meet that demand, priority of travel will be enforced as regards these islands, if the wishes of the local shipping circles and administrative offices prevail with the United States Shipping Board.

It is known that communications urging on the board the advisability of differentiating between essential and non-essential travelers has been sent to the San Francisco office of the Shipping Board.

Local shipping offices are booked months ahead and passengers leaving now have been booked since June.

**CITY'S EXECUTIVE JOINS WITH FOUNDATION COMPANY OFFICIALS IN EARLY MORNING LAUNCHING TO ESCAPE FRIDAY THE 13TH.**



—Photo by Angelus Studio.

**Left to Right—Superintendent Thompson, of Foundation Company; Mayor Baker, Mrs. E. C. Genereaux, Mrs. Baker, Sponsor, and Captain Genereaux, French Representative.**

At 12:30 o'clock yesterday morning the hull of the French steam auxiliary schooner Nancy went overboard at the Foundation Company's plant, her trip down the ways having been postponed until after midnight, so that she would not be classed as having floated Friday, the 13th, for sailors consider the date more of an ill omen than those ashore.

Mrs. George L. Baker christened the vessel, the Mayor also being present. Besides those on the launching platform were other guests, and the Foundation Band played, despite the rain and unseemly hour, "The Marseillaise" bursting forth as the ship started.

The Grant Smith-Porter Ship Company launched the hull of the Kokoma, a Ferris ship, at the St. Johns yard at 12:20 o'clock, also selecting the time to escape the "hoodoo" date.

# BAND WINS PRAISE

## Foundation Musicians Lauded by Premier Oliver.

## PERSONAL TRIBUTE PAID

**British Columbian Compliments Showing Made at Launching Ceremonies in Victoria, B. C., Last Week.**

Praise accorded the Foundation Company's band on its pilgrimage to Victoria, B. C., a week ago, to participate in important launching and keel laying ceremonies at the Foundation yards there, has been added to by the receipt of a complimentary letter from John Oliver, Premier of the Province of British Columbia. Premier Oliver made the principal address at the laying of a keel for the first French steamer to be started and heard the band there, as well as at a public concert Monday night.

His letter to the Foundation Company is as follows:

"I think a great deal of credit is due the Foundation Company for the splendid organization and excellent manner in which the events connected with the ceremonies of last Monday were carried out. I have in mind particularly your contribution to the festivities of the day provided by the Portland band, which arrived here for the occasion. Certainly, the members of your band acquitted themselves creditably, and their performances during their stay in Victoria were the subject of repeated complimentary comment. I wish to add my personal testimony to the appreciation of the citizens of Victoria for your generous arrangement in this respect. Yours truly,

"JOHN OLIVER."

The fact the bandsmen paraded through the streets to the shipyards in the garb worn while laboring at the Portland plant, overalls and jumpers being the style and decorated with paint, strongly impressed the Victorians. In the evening they appeared in the big lobby of the Hotel Empress in their natty uniforms, creating still another sensation. They were entertained at a banquet by the Victoria Board of Trade that night and Tuesday morning were the guests of the organization on an automobile tour of the city.

To cap it all Director Cioffi was presented with a platinum Elk's pin by Bayly Hipkins, vice-president of the Foundation Corporation, the presentation being in recognition of his work in bringing the band to such a high state of efficiency.

And the bandsmen, unwilling to accept all the credit for the trip, have written P. S. Treloar, traffic manager of the Portland yard, thanking him for his chaperonage of the party and the arrangements he made for their comfort and pleasure.

**Aberdeen Is Name of New Ship.**

ABERDEEN, Wash., Sept. 14.—(Special.)—Aberdeen will be the name of the new ship building in Grays Harbor motorship yard, on which an effort is being made to break the National speed record for wooden ships. The name has been sanctioned by Mrs. Woodrow Wilson, who has named the Emergency Fleet ships thus far. Word of the sanction has just been received here.

**Marine Notes.**

Fred B. Pape, assistant supervisor of steel ship construction for the Emergency Fleet Corporation, returned yesterday from Seattle after a conference with Captain J. F. Blain, supervisor of the Northwest. They both were at San Francisco a week ago in connection with steel ship details and Mr. Pape expects to return to California on a hurried trip in another week.

Members of the Oregon Wood Shipbuilders' Association are to meet at 7 o'clock Tuesday night at the Hotel Multnomah, the gathering being in the nature of a business dinner, at which several important topics will be discussed. Headquarters have been established at room 302, in the Northwestern National Bank building and in the future sessions of the organization will be conducted there.

All shipyards are buzzing these days with preparations for the fourth liberty loan drive and each is striving to excell the showing made during the last campaign. First place promises to be contested for harder than ever and every effort will be made to carry the per capita subscriptions to the highest point.

**Foodstuff Prices to Be Fixed.**

BEND, Or., Sept. 14.—(Special.)—H. C. Hartrauft, Food Administrator of Deschutes County, has appointed a price-fixing committee for foodstuffs. The committee will hold its first meeting for that purpose Tuesday evening.

# EX-GERMAN MAKES PLEA TO WORKERS

## Max Maximilian Urges Labor to Do Utmost in Speeding Up Production.

## KAISER'S DEFEAT SOUGHT

**Former Teuton Soldier, Speaking at Motorship Launching, Points Connection Between Ships and Victory.**

VANCOUVER, Wash., Sept. 14.—(Special.)—The feature of the raising of the Emergency Fleet Corporation flag over the Motorship Construction Company at 4:30 o'clock today was a speech by Max Maxmilian, of the United States Shipping Board, Emergency Fleet Corporation, who in broken English made a strong plea for every worker present to work every minute. He told of being born in Germany, though he said he is ashamed of it and was four years in the Germany army, an officer.

In the German army, he said, "You get a nickel a day, a meal a day and all the hell you're looking for." He told of having eight brothers in Germany now and that he is helping to beat Germany to free his brothers and the rest of the German people.

The German army, he said, is beaten now, but they won't believe it, we've got to show them. He said the people in Germany ought to be glad that the Kaiser started the war, because now they have found him out. They did not know him before, and when the war is over, Germany will be a free people and the Kaiser will not have a $5,000,000 job any more.

**Soldiers Don't Quit.**

Maxmilian pleaded with the men to realize that these are war times; that many things are coming up all the time that are not pleasing to the officers of the company, to the Shipping Board, to the President, but they don't quit. They just go ahead and get along the best way they can. "What would you think of the soldiers in France if they quit fighting just because they did not like something?"

"You should do your last bit so that when the soldiers come back from France that you can walk up to them and look them in the eye and tell them that while he did his duty in France you did your full share over here. Don't loaf on the job. If you men all lost two minutes a day, that would mean a man's time for a full day and men are hard to get. Keep at it all day long and if you see some man in the plant losing time, don't give him hell, but go to him and tell him that you have a brother or a friend fighting in France and if we don't get the ships built he might be killed.

**Life Boats Most Necessary.**

"A few days ago a big transport was sunk and the 2000 men aboard were saved because they had life boats, just like you are building here. They are just as necessary as the big ships and we have to have them."

W. P. Martin, a workman of the plant, was chairman of the meeting, and first called upon Mayor G. R. Percival, of Vancouver, to speak. He pleaded for the last ounce of energy in every man.

R. S. Cleeve, chief inspector for the Government at the G. M. Standifer Construction Corporation steel plant, made a few remarks, and Clement Scott, exalted ruler of the Elks and chairman of the Salvation Army drive in Vancouver, told what this city and country are expected to do.

George M. Hyland, who recently acquired the Columbian, made an impassioned address eulogizing "Woman," telling of the many heroic things women have done through the ages and ending by introducing Mrs. Allie Branstatter, who works in the plant and who then unfurled and hoisted the Emergency Fleet flag as the Standifer employes' band, under the leadership of Jack Smith, played "The Star-Spangled Banner."

A lifeboat was then launched in the Columbia River.

The committee on arrangements included A. H. Hamre, G. H. Boston, Peter Helser, E. A. Lund, Otis Riddle, J. L. Marsh and Allie Branstatter.

# COLUMBIA WILL EXPAND

**SHIPBUILDING CORPORATION TO BE LARGEST IN VICINITY.**

**Big Concern Already Has Finished and Turned Over to Shipping Board Eight Steel Ships.**

Unskilled workmen to the number of 2500 will be employed by the Columbia River Shipbuilding Corporation, of Portland, to work on ships to be constructed on two new ways completed by the corporation at the yards at the foot of Mead street. Keels for two new 8800-ton steel vessels will be started there this week, according to officials of the company. The plant now has five ways.

The Columbia River Shipbuilding Corporation, until the present time, has employed a total of 3200 men. The additional men on the new ways will make the Columbia the largest steel shipbuilding plant in this vicinity.

The enlarged capacity of the yards will enable the company to turn over to the Government one 8800-ton steel vessel every 20 days.

The corporation has given to the Federal Employment Agency an order for 2000 unskilled workers. Two or three hundred of these will be furnished every week until the total number is supplied, or, rather, until the officials of the company say they have sufficient. On account of the seriousness of the housing situation, local help is preferred by the company. The men supplied by the Government will be imported from Middle West towns, and most of them will come to Portland with their families.

Men employed directly by the corporation in Portland already have homes here or are single and can easily find rooms. The appeal of the yard for local help is regarded as an opportunity for men now engaged in non-essential industries to find essential employment and also for men just returning from the harvest fields to spend the Winter working at good wages, in the city.

About 80 per cent of the new workers will be inexperienced when they begin work. They will be advanced as they become proficient. They will be put to work as boltermen, heaters, passers and so forth, mainly with riveting and ship-fitting gangs.

The Columbia River Shipbuilding Corporation to date has finished and turned over to the Shipping Board eight steel ships, and holds contracts for 24 more. The corporation was formed after war was declared. The officers are: A. F. Smith, president; C. D. Bowles, vice-president, and James McKinlay, manager.

**PICTURES MUST BE CENSORED**

**Navy Issues Strict Instructions Relative to Photography.**

Ensign Spaulding, U. S. N. R. F., in charge of the Navy intelligence force here and also boarding officer, is in receipt of special instructions from the commandant of the Bremerton Navy-yard concerning photographs of objects and places. He is prepared to receive plates and films for censorship at the Custom-House. The instructions follow:

You are informed that the taking of photographic views of scenes within a navy yard or naval camp and the photographing of naval and other vessels belonging to or under the control of the Federal Government, is forbidden, except by specially authorized responsible persons.

In that event, the views taken by such persons must be submitted to official censorship before they can be made public or even regarded as legitimate private property.

The purpose of this restriction is to keep valuable information from reaching the enemy.

Accordingly, you are requested to turn in to the Aid for Information for censorship purposes, and before delivering to customers, copies of any pictures of which the plates or films may have been left with you for development, together with the names of the parties leaving the same.

This restriction does not apply to photographs which are merely likenesses of persons, or of groups of persons.

# GASOLINE FAMINE IS ON

**GRAYS HARBOR GARAGES HAVE NONE FOR PLEASURE CARS.**

**Supply Diverted Entirely to United States Army and Other Necessary Purposes.**

ABERDEEN, Wash., Sept. 14.—(Special.)—A serious gasoline shortage developed here today. Local garages have been compelled in most cases to refuse sale of gas to pleasure car owners in order to keep sufficient to meet the demand of the United States Army and other trucks and automobiles employed in essential industries. The shortage probably will not be relieved until Tuesday, the garage men said today.

As a result of the shortage delegates to the Puget Sound Methodist Conference being held here canceled a proposed trip to Pacific Beach this afternoon. The conference will close Sunday night instead of Monday morning, and many delegates who came in their own machines and who have only a limited amount of gasoline on hand will leave tonight and tomorrow.

HOQUIAM, Wash., Sept. 14.—(Special.)—Every garage of the harbor district is out of gas. There is none at all to be had for pleasure cars, and only a very small amount was on hand for trucks and auto stages. Attempts were made to keep the trucks and stages supplied, but this evening it was indicated this would be impossible.

No indication of a definite date for the arrival of a new supply was given today by Standard Oil Company representatives. It was reported that a new supply could not be brought in before Wednesday, though there were hopes the gasoline would arrive the first of the week.

If a stock is not received before Wednesday practically every car of every description in the harbor district will be laid up.

# MORE WHEAT WANTED

**GOVERNMENT CALLS FOR INCREASE IN FALL ACREAGE.**

**Purpose Is to Insure Food Supply in 1919 and to Create Reserve in Event Next Year's Crop Is Good One.**

Farmers of the state of Oregon are called upon by George R. Hyslop, agriculturist at the Oregon Agricultural College, to increase the acreage of Fall-sown wheat, in order to assure a food supply in the event of a short crop in 1919 and to create a reserve in case next year's crop is a good one. The college is in receipt of a call from the Government asking that an increase of not less than 5 per cent over this year's acreage be planted and, if weather conditions are favorable, a maximum increase of not less than 23 per cent over the 1917 Fall planting is desired.

The acreage has been divided among the counties of the state and the following table shows the minimum and maximum for each:

| County— | Min. | Max. |
|---|---|---|
| Baker | 8,487 | 11,943 |
| Union | 26,325 | 32,390 |
| Wallowa | 30,124 | 34,205 |
| Umatilla | 164,171 | 170,931 |
| Morrow | 41,190 | 52,700 |
| Gilliam | 60,624 | 79,043 |
| Sherman | 82,676 | 94,776 |
| Wasco | 45,432 | 49,294 |
| Jefferson | 20,622 | 28,993 |
| Crook | 775 | 1,657 |
| Deschutes | 250 | 596 |
| Grant | 2,410 | 3,219 |
| Harney | 563 | 917 |
| Klamath | 2,241 | 3,720 |
| Lake | 1,675 | 1,941 |
| Malheur | 1,310 | 2,021 |
| Wheeler | 3,873 | 4,122 |
| Benton | 10,748 | 13,779 |
| Clackamas | 8,788 | 9,129 |
| Columbia | 907 | 1,065 |
| Hood River | 100 | 141 |
| Lane | 8,031 | 10,816 |
| Linn | 15,254 | 18,748 |
| Marion | 15,940 | 20,594 |
| Multnomah | 653 | 855 |
| Polk | 10,246 | 11,383 |
| Washington | 8,001 | 8,817 |
| Yamhill | 11,898 | 12,862 |
| Douglas | 7,525 | 8,488 |
| Jackson | 10,500 | 11,686 |
| Josephine | 1,395 | 1,772 |
| Coos | 161 | 161 |
| Lincoln | 23 | 23 |
| Totals | 601,998 | 699,687 |

## CLACKAMAS TOTAL IS 4157

**Registration Six Hundred in Excess of Government Estimate.**

OREGON CITY, Or., Sept. 14.—(Special.)—There were exactly 4157 registrations in Clackamas County Thursday, according to final figures checked up by the local board this evening. The Government's estimate was 3520, the county board figured an even 4000, but the final showing exceeded all expectations.

The board has been busy since Friday morning checking up outlying precincts and sorting over the cards according to selective service instructions. This task will be largely completed by Monday and definite instructions as to the mailing of questionnaires are hourly expected. Additional cards are coming in by every mail from those who were away from the county at the time of registration and who registered in outside counties.

**Women Must Register With Dean.**

All women students who will enter the University of Oregon at Eugene will be required to register with the dean of women, Miss Louise Ehrmann, before making any definite plans for living. This regulation does not apply to those women students who previously had made arrangements for rooms in any of the hall of residence or in sorority houses or with relatives.

nian. Main 7070, A 6095.
Phone your want ads to The Orego-

# OFFICIAL AWARDS OF SHIPS MADE

## Notification Sent to Northwest Steel Company and Albina Machine Works.

## VESSEL NAMES GIVEN OUT

**Twenty-Four Steel Steamers Turned Out by Portland Yards Since Delivery of Third Hull, February 1, 1918.**

Official notice has been forwarded of the awarding to the Northwest Steel Company of a contract for the construction of 10 steel steamers of the 8800-ton class in addition to 32 previously placed, also four more given the Albina Engine and Machine Works. They were promised in July by Director-General Schwab, of the Emergency Fleet Corporation.

The names of 10 steamers, each of 9500 tons, the G. M. Standifer Construction Corporation will build at the Vancouver yard, three being already under way, are the Cokesit, Coaxet, Wabash, Wawalona, Nismaha, Olocksom, Weepatuck, Deepoiset, Pawlet and Bearport.

Additional names for the Albina Engine & Machine Works fleet, to be given hulls 11 to 15, are Glendola, Glendoyle, Glorieta, Glymont and Glyndon and No. 10 has been changed from Calamme to Jacox.

**Further Names Assigned.**

The Columbia Shipbuilding Corporation has been assigned names for hulls 11 to 32 as follows: West Cobalt, West Wauneke, West Imboden, West Munham, West Tolant, West Quechee, West Noska, West Harchvar, West Hardaway, West Hargrove, West Harlan, West Harma, West Harqua Hala, West Harshaw, West Harta, West Hartland, West Hartley, West Hassam, West Hassayampa, West Hastain, West Haswell and West Carun.

The Northwest Steel Company's hull No. 17, first named the West Yaquina, has been changed to the West Kyska. All names are selected by Mrs. Woodrow Wilson, wife of the President.

In all the Northwest's contracts include 42 vessels of the 8800-ton class. Of 13 completed, 11 were for the American Government and two for Great Britain.

Since the delivery of the third hull, February 1, 1918, there have been 24 steel steamers turned over to the Shipping Board by Portland yards, 18 being of the 8800-ton type, four of 3800 tons and two of 3200 tons, in all 180,000 deadweight tons.

The Columbia River Shipbuilding Corporation built seven of the ships, all of 8800 tons, and the Albina Engine & Machine Works turned out the six smaller carriers.

**Several Ships Requisitioned.**

Immediately after the United States joined in the war against Germany 16 ships at the Northwest plant were requisitioned, and the same action was taken with four at the Columbia River yard and six at the Albina plant, and direct contracts have been placed since.

While the total ships built and to be finished by the Northwest number 42, the Columbia River yard has 32 and the Albina plant 19.

## DRAFT BOARD CRITICISED

**Yakima County Defense Council Asks for Dismissal.**

YAKIMA, Wash., Sept. 14.—The Yakima County Council of Defense at a meeting here last night adopted a resolution calling on Governor Lister to remove the present county draft board and appoint successors.

The council asserts that the present board does not give proper consideration to claims of registrants for deferred classification. Sheriff Murphy, County Physician Connell and C. E. Fraser constitute the present board.

The action of the County Council followed friction in the board, culminating recently in the resignation of County Auditor Barrett as one of its members.

## DUTIES IN CONGRESS FIRST

**Representative McArthur and Senator McNary Not to Desert Posts.**

Oregon's representatives in Congress purpose to remain in Washington rather than desert their posts to look after political interests at home, according to letters received yesterday by John L. Day, chairman of the Republican county central committee, from Representative McArthur and United States Senator McNary.

"I do not believe the people are in any mood for the old-time 'Hip, hip hurrah,' campaigns of former years," writes Representative McArthur.

"I feel that I cannot make any plans for coming home, for I certainly do not intend to leave here while Congress is in session."

## LUMBERMAN NOT POISONED

**John Kresk's Death Found Due to Edema of Lungs.**

The examination of the stomach of John Kresk, an employe at the Clark & Wilson Lumber Company, at Linnton, who died last Sunday night, revealed no traces of poisoning. Dr. J. Earl Else, who performed the autopsy, reported yesterday that Kresk died of edema of the lungs.

The report probably will end an investigation of reports that employes of the Clark & Wilson Lumber Company had been poisoned by drinking an inferior quality of liquor on Labor Day. Several of the men have been ill since the holiday.

## F. H. DRAKE GETS POST

**Portland Man Made Judge-Advocate of Oregon National Guard.**

SALEM, Or., Sept. 14.—(Special.)—Frederick H. Drake, an attorney of Portland, today was appointed by Governor Withycombe as judge-advocate on the general staff of the Oregon National Guard, with the rank of Major.

Mr. Drake is United States Commissioner for the District of Oregon, and by a coincidence his father was judge-advocate of the National Guard under Governor Pennoyer.

The place had been held by Major John M. Williams during his incumbency as Acting Adjutant-General. Major Williams is now in the regular Army service.

## ASTORIA MILLMAN DROWNS

**Motorcycle Ride Proves Fatal for Chris Gelain.**

ASTORIA, Or., Sept. 14.—(Special.)—Chris Gelain, employed at the Hammond mill, was drowned this evening. He, with Corporal Beither, was riding on a motorcycle, which Gelain was learning to operate. Losing control, Gelain turned the machine into the railing at the foot of Forty-second street and went overboard.

The soldier managed to swim ashore, but Gelain sank and his body was recovered a few minutes later. He was about 20 years of age and had no relatives here.

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