

PORT FACILITIES TO REQUIRE \$5,000,000

Reasons for Bond Issue to Be Asked Set Forth.

FUTURE GROWTH DEPENDS

Portland Deemed Fortunate in Having Advice of Federal Officers in Preparing for Foreign Trade.

National co-operation in harbor improvements, affecting cargo handling facilities, storage, fuel for vessels and the like, as well as channel betterments and even the location of docks and marine plants, is forecasted as a consequence of action taken by the Government in aiding different communities to meet existing requirements of shipping, also to be prepared for the normal trade to follow the war. Portland is regarded as fortunate in having been among the first to avail itself of the advice of Federal officers in preparation for the patronage, in line with which is the proposed bond issue of \$5,000,000 that will be voted on in November.

The Port and Harbor Facilities Commission of the United States Shipping Board is the body directly shouldered with the obligation of helping all communities.

Engineer Sent to Europe. F. T. Chambers, U. S. N., and a civil engineer who has had much to do with Navy construction matters, was dispatched to Europe to study port conditions and developments with particular reference to how improvements could be made at American ports.

Oswald West, ex-governor of Oregon, was on the mission in company with Mr. Chambers, and afterward the leading dock equipment experts of the United States were called into conference and a start made toward compiling recommendations for the adoption of the best equipment and types of slips, piers, wharves and general facilities.

G. B. Hegardt, chief engineer of the Commission of Public Docks, who returned a week ago from Washington, says the Government is studying a uniform system at all harbors, so far as it can be carried out under present conditions. On the commission to handle such matters, E. C. Carry, as chairman, with S. M. Felton as vice-chairman, and other members include Admiral H. H. Rousseau, U. S. N.; A. C. Hodgson, U. S. N.; J. H. Roster, director of the Bureau of Operation; T. C. Powell and G. S. Dearborn.

Portland Lacks Essentials. Portland is regarded by the Federal officials as lacking in some essential marine accommodations and it was to provide them that the Commission of Public Docks has undertaken to acquaint the voters with the details and request them to authorize the bond issue.

One of the most important acquisitions discussed is a 12,000-ton dry-dock, with provision for an adequate repair machine shop in direct connection with it, also a floating repair plant, the latter to have reasonable machine shop equipment and boiler capacity sufficient to go alongside a steamer discharging or loading cargo and furnish power for operating winches, heating the vessel and supplying electricity for lights.

Ships are worth so much today that every hour saved in port is to minimize delay everywhere that the port facilities are to undergo a rehabilitation," says Mr. Hegardt.

Coaling Facilities to Be Provided. Coaling facilities are weighed with other advantages that must be provided. Then there is to be a second unit added to the grain elevator, now under construction at the St. Johns Municipal terminal, where the first pier and slip is nearly ready, and it is proposed to be one body maintained to have charge of all harbor and river channel improvements, being brought about through a consolidation of the Port of Portland Commission and the Commission of Public Docks.

ENGINEER FAILS TO REPORT. Delay of Kinco May Bring Man Before Government Inspectors.

Failure of John J. Harris, of Astoria, to report aboard the steamer Kinco yesterday as second assistant engineer is said by Lieutenant Jones, of the Sea Service Bureau, to have been responsible for the vessel being detained and necessitated a change in the engineering personnel.

E. F. Saylor, third assistant, was edward Jones says Engineer Harris failed to report recently when assigned aboard the steamer Quoque and that as soon as he is located charges will be preferred against him before the United States inspectors of steam vessels.

Men being selected for the French steam auxiliary schooner General Serret are to go aboard the vessel tomorrow and she will be started seaward in a few days.

BOILERS GO TO CALIFORNIA. Cello Will Carry Equipment From Portland for New Steamer.

Three Scotch marine boilers completed by the Williams Iron & Steel Works for a steel ship under construction at San Francisco are to be carried south by the McCormick steamer Cello. Captain Thetjen will stow the boilers on deck and tie part of the lumber deck load so as to steady and protect them.

The Cello discharged yesterday at Couch-street dock and among consignments of cargo to the Parr-McCormick line were 130 bales of hemp and 50 tons of tobacco. The Wapama recently brought considerable tobacco here and there is said to be more ready in the south for northern delivery.

Aberdeen Launches Vessel. ABERDEEN, Wash., Oct. 19.—(Special.)—The steamer Port Seward, 16th Ferris type ship, was launched at Grant Smith-Porter yards this afternoon.

STEEL HULL LAUNCHED FRIDAY AFTERNOON WILL BE COMPLETED IN 30 DAYS AND GO INTO SERVICE.



CADDOPECK AS SHE LEFT THE WAYS. INSERT—MRS. GEORGE ROGERS, SPONSOR.

It was 4:35 o'clock Friday afternoon that the hull of the 2800-ton steamer Caddopeck went into the water, 58 per cent completed, and that night her boilers were lowered into position, and by Tuesday her main engine will be placed. In a month the vessel is to be ready for permanent service. On being launched she had virtually all auxiliary gear in place, so only the installation of boilers and main engine and the finishing of the joiner work remained.

GOOS FLOATS TWO VESSELS. CROWDS WITNESS LAUNCHING OF FERRIS TYPE SHIP.

Burnside and Fort Leavenworth Take Water While Shipyard Bands Play Patriotic Airs.

NORTH BEND, Or., Oct. 19.—(Special.)—The Burnside and the Fort Leavenworth, Ferris type 3500-ton Emergency Fleet Corporation vessels, were successfully launched at Marshfield and North Bend this afternoon, before several hundred people.

The Fort Leavenworth was constructed at the Kruse & Banks yard, North Bend, and the Burnside at the Coos Bay Shipbuilding Company's yard in Marshfield. Mrs. C. K. Cadman, wife of the chief Government inspector for Coos Bay, christened the Fort Leavenworth, and Miss Cynthia Hall the Burnside. Shipyard bands furnished music at both launchings, held simultaneously in honor of completing the first Ferris ships at the local yards.

Boilermakers Take Holiday. Workers on Coast Not Unit in Acting Against Macy Board's Tardiness.

Union boilermakers and men affiliated with them in their organization again left the shipyards at noon yesterday, falling to labor during the afternoon as a protest against the delayed action of the Macy Wage Adjustment Board in announcing a new schedule. It is said the men intend continuing the 44-hour week; until the board gives out the programme under which they are to labor in the future. The same procedure was followed a week ago yesterday.

Elevator Manager Is Named. A. J. Shanks to Have Charge of New St. Johns Establishment.

A. J. Shanks, who was sent East by the Pacific Grain Company last season to take charge of the routing of grain moving through terminals toward the Atlantic seaboard, is to be superintendent of the new 1,000,000-bushel grain elevator building at St. Johns.

Mr. Shanks has been here since 1904, having come to Portland from Puget Sound. For 12 years he was in charge of Montgomery dock for Kerr, Gifford & Co., and later was employed by Max H. Houser. His service with the Pacific Grain Company and the Food Administration Grain Corporation followed.

INCREASE SHOWN \$141,133 DOCK BUDGET FOR 1919 INCLUDES \$45,000 INTEREST.

Cost of Operation of New St. Johns Municipal Terminal Necessitates Provision for \$53,000.

As has been the case in former years, the Commission of Public Docks has been notified by the City Council that its budget for the year ending November 30, 1919, will not be including those for which the regular city levy will be made up, so the Dock Commission will file the budget with County Clerk Beveridge and County Assessor Reed.

The budget calls for an increase of \$141,133 over that for the present year, about \$45,000 of which is to take care of interest on the sale of \$1,000,000 of bonds made recently and the operation of the new St. Johns municipal terminal necessitates provisions for more than \$53,000, with \$4000 more for insurance. Added costs at other docks, looked for because of expected new patronage and the handling of a greater amount of business than before, is responsible for approximately \$25,000 being included.

The estimate, as well as that made for the current year, are set forth as follows:

Table with columns: Administration, Salaries and wages, Supplies and expense, etc. Total expenditures \$454,539.04, Estimated revenue \$434,406.33.

RIVALRY TO BE DECIDED North Bend and Marshfield Have Ferris Ships Ready to Launch.

MARSHFIELD, Or., Oct. 19.—(Special.)—The Kruse & Banks shipyard, of North Bend, and the Coos Bay shipyard, of Marshfield, have the first Ferris type ships ready for launching. There was a rivalry between the two yards as to which might obtain honors for putting into the water the first Ferris vessel on Coos Bay, and the point is yet at issue.

The Kruse & Banks vessel is said to be further advanced than the one at the Coos Bay yard, but the time of launching is the chief item of interest among the workers at the two yards.

President A. E. Adelberger, of the Coos Bay yard, and the chief engineer in Philadelphia, where he is conferring with the Shipping Board regarding the contracts for the proposed new 3600-ton vessels.

SOME YARD FORCES REDUCED Government Survey Removes Men Held Not Essential.

Under a survey being conducted in wood shipbuilding plants reductions are being ordered in departments in which it is shown that men can be released without impairing the efficiency of the department or plant. As a result of this numerous reports have been circulated of wholesale discharges at some plants.

The night crew at the Vancouver wood yard of the G. M. Standifer Construction Corporation has been discontinued and there have been reductions in other departments of the St. Johns plant of the Grant Smith-Porter Ship Company. The survey is to be extended to other yards on orders from headquarters of the Emergency Fleet Corporation. Efficiency without interference with the shipbuilding programme is to be insisted on.

ANTOINETTE. She stood upon the vessel's deck A way up in the prow Awaiting the signal to start When she should make her bow.

Her father, standing far astern, With Ada by his side, Regarded his two daughters With a fond, paternal pride.

The crowd sang patriotic songs And waved the sturdy banner And then, as if with one accord, They called for Corporal Tanner.

With rare and ready eloquence He swayed the mighty crowd And it responded loudly With cheering long and loud.

The speaking being over, They called on Antoinette To sing the vessel's name, "Down the River Willamette."

Responding to the signal, With all her grace and charms And holding something in her hand She raised her shapey arms.

But hold, the people wonder How she could so bravely contain, Amazed, they see her held aloft A bottle of champagne.

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October, having a combined deadweight capacity of 30,300 tons. Already the Western Plains, built by the Columbia River Shipbuilding Corporation, and Western Scout, of the Northwest Steel Company fleet, both in the 8800-ton class, have been accepted by the Government. Another, the West Kyaska, launched at the Northwest's yard October 7, is fully expected to be finished so that she can be formally accepted before the month ends.

Hydrographic Office Notice. The following information has been received at this office: "The depth of the water on the bar at Humboldt October 15, 1918, at low water was 22 feet."

Pacific Coast Shipping Notes. ASTORIA, Or., Oct. 19.—(Special.)—After discharging fuel oil at Portland, the barge 91 arrived during the night. She will sail tomorrow for California in tow of the tank steamer El Segundo.

ASTORIA, Or., Oct. 19.—(Special.)—The French steamer Lieutenant Pegoud that is taking on bunkers at dock, is expected to sail for the West Coast with a cargo of lumber tomorrow.

ASTORIA, Or., Oct. 19.—(Special.)—The British steamer Ballista was started today and repairs are also being made to the vessel's machinery.



A Child Doesn't Laugh and Play if Constipated. Look, Mother! If tongue is coated, breath feverish and stomach sour, give "California Syrup of Figs." Do You Want Some Boat Spikes, Bolts Rivets. WE MANUFACTURE MONTHLY 4,800,000 POUNDS. NORTHWEST STEEL CO. Portland, Or.

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