Williams-Diamond Vessels to Serve All Coast Ports.

CARGOES TO BE PICKED UP

Special Effort Now Being Made to Secure Return Loads for Craft Coming Westward.

iams, Diamond & Co., for which the Columbla Pacific Shipping company will be Oregon agents, is expected to be in July. In a telegram received yester-day by A. C. Stubbe, manager of the Columbia Pacific organization, it was

Columbia Pacific organization, it was said details of sailings had been taken up with the shipping board and should be made known early this week.

Acting on that information, Mr. Stubbe is to inform exporters and importers by circular at once of the plans for the fleet, and request them to advise whether interested, and the probable freight they have moving in the near future. near future. We have had inquiries for space

"We have had inquiries for space, one firm contemplating the shipment of coffee from Portland to Europe," said Mr. Stubbe. "There have been a number ask regarding space for lumber, and it would be an easy matter to fill every vessel with that material but at first that is not to be handled, though percel shipments may be taken later."

W. C. Dawson & Co. have been named Puget sound representatives of the line Paget sound representatives of the line, and the programme contemplates affording that locality, Portland, San Prancisco and San Pedro equal chance in the service. California has considerable canned goods to move across the Allantic, and there is no doubt full loads of assorted consignments will be picked up as the vessels move down the

The question of homeward-bound cargo is also being given consideration. Firms intending to place orders abroad are being solicited to advise the agents of the character of the commodities and probable time they will be ready for shipment.

SHIPBUILDERS START HOME

J. R. Bowles and A. F. Smith Leav New York for Portland.

As negotiations with the sthipping board are at an end and, as there is no assur-ance that it will be possible to enter into contracts with foreign buyers uninto contracts with foreign buyers unless congress acts to prevent the shipping board from appearing as a third
party in such transactions. J. R.
Bowles, president of the Northwest
Steel company, and A. F. Smith, president of the Columbia River Shipbuilding corporation, left New York for
Portland last night. William Cornfoot, Portland last night. William Cornfoot, president of the Albina Engine & Macnine works, and Guy M. Standifer, president of the G. M. Standifer Construction corporation, are there also and may shortly start west.

Builders are hopeful congress will act immediately on changing the powers of the shipping board so it will not have jurisdiction in any degree.

not have jurisdiction in any degree over contracts with foreigners other than belligerent nations. They say, unless such restrictions are removed, it may soon be too late to close even for that business,

Masters of Vessels Advised to Take

Point Wilson buoy, marking the entrance to Admiralty Inlet, has dragged one mile west of its proper position, says a telegraphic message received yesterday by Robert Warrack, superintendent of the seventeenth lighthouse district. He will arrange to have the offending navigation aid returned to its rightful ground immediately, but meanwhile wishes masters to make special note of the shifting, as the buoy is highly important.

Swiftsure Bank, lightvessel, has been relieved by Lightvessel No. 92 and has proceeded to Puget Sound to wash boilers and fill her bunkers. The ship will probably be inspected by the mavy to determine details of her wireless plant, which is to be installed this season.

The launch Henrietts No. 2 and her prosent title of the son of Super-Note of Shifting.

The launch Henrietta No. 2, used by the lighthouse employes on the river, left yesterday to make repairs to Martin Island beacon, which was damaged by a passing steamer.

WOODEN SHIPS ARE DEFENDED

Shipping Board Concedes Vessels Have Field of Usefulness.

Ship company, before Charles M. Schwab and Charles Pież of the emergency fleet corporation, on the occasion of their visit here in July, 1918.

Mr. Wright told of old wood ships, such as the Dashing Wave, built 65 years ago, and scores of others of lesser age, yet considered old ships, which were still holding their own the past few years. Mr. Wright cited numerous instances of how wood vessels.

morous instances of how wood vessels were built to prove his assertions as to their durability. Of the entire wood fleet turned out for the government, it is now said only three vessels have

TACOMA VOTES PORT BONDS

\$2,500,000 to Be Spent on Development Work.

TACOMA, Wash., June 7.—(Special.)

The Tacoma port development bonds measure passed with 283 votes to spare measure passed with 283 votes to spare above the 50 per cent required by law to make bond issues legal. The total vote was \$963 for the bonds and 5504 against. The favorable vote was 61.2 of the total vote cast. The vote in the city proper was 2 to 1. The port plan had a larger majority, 7027 votes for and 3811 against.

Approval of the port plans as drawn by Frank J. Walsh, port engineer, formerly of Portland and Astoria, and the \$2,500,000 bond issue to pay for the de-

merly of Fortland and Astoria, and the \$2,500,000 bond issue to pay for the de-velopment were voted upon as separate propositions. Election workers said that they found at least 60 per cent of the voters falled to register.

DREDGE WAHKLAKUM CLEANED

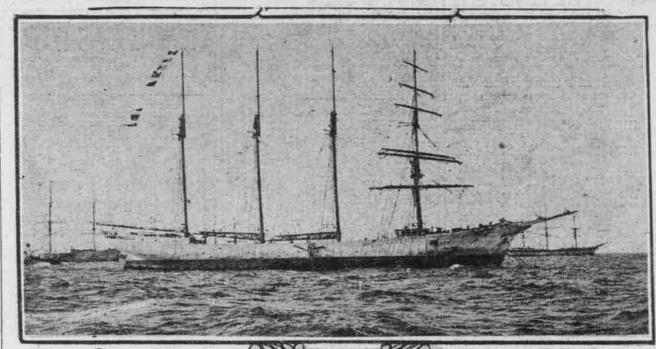
Multuomah to Be Placed on Drydock in Few Days.

The government dredge Wahkiakum, with the dredge Multnomah, came off

First of the 5500-ton freighters to be dispatched from Portland in the new Pacific coast-European line of Will-

the public drydock yesterday, after having had the hull cleaned and repainted and her "spud" wells relinear days for the same kind of work. The "apid" wells are subjected to considerable wear when the diggers shift position and the steel lining was notice. The dredges will be returned to the Columbia the last of July or early in August. They have been out of wing to the new kalama channel has to fully or early in August. They have been out owning to the new kalama channel have are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, are being experienced. Channel work is usually started, following a freshet, and the fact freshet waters are being experienced. Channel work is usually started, following a freshet, and the fact freshet waters are being experienced. Channel work is usually started, following a freshet, and the fact freshet waters are being experienced. Channel work is usually started, following a freshet, and the fact freshet waters are being experienced. Channel work is usually started, following a freshet, and the fact freshet water are being experienced. Channel work is usually started, following a freshet, and the fact of the f

SHIP, SCENE OF ALLEGED MURDER ON TRIAL AT NEW YORK, LEFT GOLDEN GATE YESTERDAY ON WAY TO LOAD PORTLAND LUMBER CARGO FOR AUSTRALIA.



BARKENTINE PUAKO.

New York dispatches relate the progress of the trial of Captain Adolph C. Pedersen, former master of the barkentine Puako, and his son, Adolph Jr., for murder on the high seas. It is being charged that Axel Hansen, a seaman, was chased aft by Young Pedersen, after being struck in the face, and that he slipped under the rail and fell into the sea, the mate ordering the ship put about to pick him up. The master of the vessel, however, countermanded the order, leaving Hansen to die. The Puako yesterday left San Francisco for Portland in tow of the tug Relief, she being under charter to load lumber for the antipodes. Her present master is Captain Pearson. The vessel was last here October 8, 1915. The alleged treatment of Hansen is said to have taken place August 6, 1915, when the vessel was on the way to Cape Town. Three Portlanders, identified with the Coast Seamen's union, made affidavits here for use at the trial, setting forth Captain Pedersen's previous reputation. He is said to have been in a few shooting scrapes, one being at Portland Christmas Eve, 1912, but he was not prosecuted.

washed clean of debris, so if the river day under cross examination, that completed at the Vancouver wooden yard exhibits no upward tendencies for a though once when he had fallen over-few days the space will be used again for cargo. At the steamboat docus line, he did not order his crew to pull the lower levels are gradually rising in the line to which Hansen is said to

BUOY GOES OUT OF POSITION erated on the Upper Willamette as a boiler was ordered in the east about a year ago, because Portland manufacturers were so engrossed in turning out

Robert C. Warrack, ensign, U. S. N., is the present title of the son of Super-intendent Warrack of the 17th lighthouse district. He was graduated at Annapolis Friday with honors. The navy man is now on leave for 30 days and is speeding westward, planning to get in all time possible amid old scenes before reporting at San Diego for duty. before reporting at San Diego for duty

July 5. Mrs. Warrack and daughter at-tended the graduation and continued a tour of the east. Ensign Warrack entered Annapolis Publicity matter sent from the information bureau of the shipping board for today's papers deals with wood ships and shows that they still have their field of usefulness on the seas. The main portion of the story was taken from a statement made by E. Wright, manager of the McEachern Ship company, before Charles McSchwah and Charles Piez of the emergency fleet.

Ensign Warrack entered Annapolis three years ago. He has been at sea during the course of his training and was once given charge of a big cruiser without an instant's warning, while on a practice cruise last year, and is said to have acquitted himrelf creditably.

Atlantic Rates Draw Freighter.

TACOMA, June 7.—Making the first yessel to be withdrawn from regular

TACOMA, June 7.—Making the first vessel to be withdrawn from regular service out of Tacoma as the result of higher freight rates on the east coast, the trans-Pacific liner Grayson, of the Garland line, will leave for New York upon her arrival here June 13, it was given out today. The Grayson will go around in ballast, and Chinese members

of her crew will be returned to China

on the steamer Javary, of the Garland

SHIPYARDS.

Grant Smith-Porter
Coast Company
Kigrnan & Kern Company
Supple-Ballin Corporation
Peninsula Company
Standifer (North Portland)
Standifer (Vancouver)
St. Helens Company
Sommerston Company

Sommerstrom Company

Wilson Company
Rodgers Company
McEachern Company
Fecney & Bremer Company

the lower levels are gradually rising out of the depths and the 1919 freshet may soon be history.

BOILER HERE FROM ST. LOUIS

BOILER HERE FROM ST. LOUIS

Order Placed When Portland Plants

Did Not Submit Bids.

A new boller has arrived from St. Louis for installation in the government steamer Mathloma, which is operated on the Upper Willamette as a combined dredge and snagboat. The boiler was ordered in the cast about a life ring of the cause of the gale which was raging. Asked if he did not know that "it is the custom at sea to throw a life ring or a plank overhoard to a drowning man and then return to pick him up," the defendant admitted he did not toss anything to Hanson nor did he have the log line pulled in because he saw at the cond of it "only spray."

Old Mariner Testifies.

Old Mariner Testifies. Captain John H. Cameron, who said he had sailed 47 years before the mast, declared that even in the gale described by the defense, the Puako could have put back to Hansen's rescue "if the gallant yard had been dropped." This operation, he added, would not have taken more than a minute.

Edwin E. Baldwin, William H. Box and Harry F. Glaze. Los Angeles policemen who patrol the water front in that city, were called by the defense to testify the them. to testify that Hansen had been "an I. W. W. agitator of the worst type; that he had been arrested twice for assault and inciting a riot; that he had been held by the federal authorities at Port Arthur for not filing a draft questionnaire, and that he had advocated destruction of ships and carreces."

The defense has claimed that Han-sen attempted to start a mutiny among the Puako's crew. Case for Jury Monday. The trial ended late today when both ides agreed to eliminate rebuttal.

judge Hough denied a motion to dis niss the indictments, but consented to near further arguments Monday morn-ng. If the indictments are not dis-nissed then, the case probably will go to the jury that afternoon

to the jury that afternoon.

Repeating his assertion that if a vericit of guilty of murder in the first degree were returned he would dismiss it, as premeditation had not been shown, Judge Hough said that if the jury found young Pedersen, second mate, had pursued Hansen to his death in the sea, a verdict of second degree murder could be returned; and that if the captain was found not to have exercised fully his seamanlike skill he could be found guilty of mansiaughter. could be found guilty of manslaughter.

Marine Notes.

STATEMENT SHOWING NUMBER OF SHIPYARDS IN DISTRICT, NUMBER OF WAYS, ACTIVE AND INACTIVE AND THOSE ON WHICH KEELS HAVE BEEN LAID THAT HAVE BEEN CAN-

CELED, NUMBER OF LAUNCHINGS AND DELIVERIES BETWEEN JANUARY 1 AND JUNE

1, 1919; VESSELS NOW ON WAYS, AND ALL TONNAGE OF LAUNCHED, ON WAYS, ETC.

25

11

completed at the Vancouver wooden yard of the G. M. Standifer Construction corporation, is to go on her sea trial Monday, the programme calling for the ship to be steamed outside for a stretch of 24 hours.

Equipment is being ordered for a fleet of four sailors at the Peninsula Shipbuilding company's yard, two of them to be six masted schooners and two to be five-masters. They were intended originally as steamers, but the rig was changed in connection with cancellations made by the emergency fleet corporation.

The Merchants Exchange was advised from San Francisco yesterday that the steel steamer West Totant, which put in there a few days ago because of pump troubles, had completed repairs and sailed for Europe by way of the east coast. She is laden with flour.

WOODEN SHIP CARRIES OIL

Airlie Delivers Cargo at New York in Good Condition.

The steamer Airlie, one of the Ballin type, which was constructed by the Supple-Ballin Shipbuilding corporation, arrived at New York May 29 with a part cargo of vegetable oil, carried in barrels, that is said to have been delivered in first-class condition, though livered in first-class condition, though it is usually found that oil in barrels has considerable leakage going through the tropics. The barrels were stowed aboard the Airlie in the lower hold, where they were kept cool, and the entire lot of 1500 tens is said to have been discharged without any sign of teakage. eakage.

In many ways the wooden steamers unfit the vessels for general trades.

8000 NAVY YEOMEN TO GO Year Will Be Given for Readjust-

ment; Women May Stay. WASHINGTON, June 7 .- Gradual discharge from the navy department of \$990 yoewomen, who enlisted for cleri-

cal dutries during the war, was recom-mended by Secretary Daniels today be-fore the house naval committee. He urged that a year should be allowed to enable the yoewomen either to find other work or to take the civil service examinations and obtain a permanent appointment. Chairman Butler declared that in his

The steamer Tahoma, formerly under the flag of the Peoples' Transportation company, and sold by the United States marshal to satisfy claims, has been disposed of to 8; from them, together with the extra pay theirs interests and will be used in towing

3,500

4,500

14,000

17.500

7,000 7,000 3,500

9* 36 | 115 | 56 | 26 | 97,000 | 21 | 76,000

Portland

Portland

Astoria

Astoria

Astoria Tillamook

North Portland Vancouver St. Helens Columbia City

STEAMER BUTTONWOOD READY FOR MAIDEN TRIP.

J. B. McCourt Among Residents of City Who Will Sail for English Ports.

Not alone is Vancouver the hailing port of the steamer Buttonwood, where she was built by the G. M. Standifer Construction corporation, but her cargo of ties for the United Kingdom originated there as weil. They were loaded at the Dubols mill. Her master, Captain Stephen Noeseu, is a resident of Vancouver, his family residing there, and some of the Buttonwood's company

and some of the Buttonwood's company will be Vancouverites.

Among Portlanders who will go out on the ship, which will finish her cargo Tuesday or Wednesday, is J. B. McCourt, of 589 East Broadway, son of John McCourt, former United States district attorney. The young man graduated from Reed college recently and six hours later he was assured a berth aboard the Buttonwood, desiring to round out his education with a voyage to Europe. It only remained for age to Europe. It only remained for Captain Noescu and Mr. McCourt, Sr., to meet and the ship's articles were signed.

signed.
The trip of the Buttonwood will take Captain Noëscu over part of the route he recently covered, he having been master of the steel steamer Callabassas, constructed by the Albina Engine & Machine Works, which delivered a flour cargo at Messina and returned by way of Marseilles to New York whence the of Marseilles to New York whence the skipper proceeded home and was immediately assigned to the Buttonwood. He came here first in the British bark Yoja, February S, 1996. His birthplace was Roumania, but after Russia became the possessor of a small section, where his home was, he decided to select other climes and Portland was the first United States port he reached. "Any young man who has a desire to go to sea properly or wishes to make a cross-ocean voyage before settling down to a husiness career, could not wish for more favorable opportunity than is afforded today," said Captain Noescu yesterday. "There are several such going on the Buttonwood and I

OREGON SHIP RECORD TOLD

have met their parents and assured them the lads will be properly looked after."

MANY VESSELS LAUNCHED IN PERIOD OF 13 MONTHS.

13 Steamers, 10 Hulls, Seven Barges and Four Schooners Remain to Be Delivered.

Just what was accomplished in 13 onths by the builders of wooden ships of the Oregon district is graphically set forth in a special summary by Statistician Mitchell of the Emergency Fleet corporation, 67 keels laid up to Mny 1, 1918, having been increased to 127 keels by May 31, 1919, the 67 keels representing a total of 245,000 tons and

representing a total of 245,000 tons and the 127 keels 460,500 tons.

In May, 1918, 18 hulls had been floated and May 31 this year 106 were in the water, with 51 remaining on the ways the first year and only ten on the stocks last month. No deliveries had been made May 1, 1218, while up to last month 52 steamers had been delivered. In the latter list were 17 Ferris ships, two modified Ferris ships, 23 of the Hough type, nine of the Fred A. Sallin type and one of the Peninsula ships. ula ships,

The delivered ships represent 187,500 ons, 64 to be delivered are of 234,500 ons and 38 vessels canceled lost to the fleet a total of 144,000 tons. The original orders were for 154 steamers or 566,000 tons. The coterie remaining to be delivered is to be made up of 43 steamers, ten hulls, seven barges and four sailing vessels of the schooner

Pacific Coast Shipping Notes. ASTORIA, Or., June 7.—(Special.)—The lough emergency fleet steamer Mahanna, nunched by the McEachern yard on Novemisonal emergency free steamer Manana, isonaled by the McEachern yard on November 29 and equipped at the Astoria Marine Iron works, left at 8 clock this morning for Portland, to be turned over to the government.

The new steamer Glymont from Portland, sailed at 4:15 this morning for Puget Sound, where she is to load.

The emergency fleet steamer West Cherow, flour laden, from Portland, sailed at 12:30 today on her 12:hour trial run at sea. On returning tenight she will sail for Europe, via Newport News.

The tug Type arrived at 8 c'clock this morning from Seattle and sailed at 4 this afternoon for the sound with the schooner Ed R. West in tow.

The lumber laden steamer Port Stevens Ed R. West in tow.
The lumber laden steamer Fort Steven siled at 3:40 this afternoon for the Atlanti The cruiser Minneapolis, Admiral Full-am's flagship arrived at 4 this afternoon from San Francisco. She will remain here intil tomorrow morning and then proceed o Portland to remain during the Rose Fes-ival.

SEATTLE, Wash., June 7.—(Special.)—Completing a voyage of 23 days from the orient, the steamship Javary, Captain Charles Poindexter, arrived on the sound late last night and proceeded to Tacoma. The chance for passengers bound for this coast to leave by the regular steamships is coast to leave by the regular steamships is very small, according to officers of the Javary. More than 500 persons are awaiting massive in Chinese portractible. Javary. More than 500 persom are awaiting passage in Chinese ports with no accommonations available. All berths on the regularibors have been sold up to September I.

S. Benjamin Harvey, of the National Normal college at Wuchang, came across the Pacific as purser of the Javary and left immediately for his home in Michigan. Mr. Harvey said that the congestion in passenger traffic in the orient was brought about by the commandeering of vessels by the British government to carry Germans being deported from China.

On her outward voyage the Javary encountered heavy weather while 800 miles off Cape Flattery. The vessel's sterling car became disabled, but with the ald of a jury rudder. Captain Poindexter was able to bring his ship back to the sound without mishap.

With the first consignment of an order of

bring his ship cack to the sound without mishap.

With the first consignment of an order of 4,750,000 feet of lumber and timbers for the Panama canal commission, to be delivered in Balboa, the motorship Marie de Ronde owned by the Donald Steamship company of New York, is expected to get away from the sound about June 15. The vessel is leading at the plant of the Puget Sound Mills & Timber company in Port Angeless and Monday will shift to Mukilito to complete her cargo.

GRAYS HARBOR, Wash., June 7,-(Spe al.)—The steamer Hartwood sailed at i M. today for San Francisco with carg-aded at the American mill in Aberdeen. Shipe in port, Grays Harbor and Hoquiam COOS BAY, Or., June 7.—(Special.)—The steam schooner Daisy Freeman came into port today at 10:30 o'clock and will load lumbor products for southern delivery.

The steamship City of Topeka arrived from San Francisco and Eureka this morning at 6:39 and departed for Portland at 5:15.

The United States dredge Oregon, which The United States dredge Oregon, which

goes on the Coos Bay Shipbuilding compan ways for repairs before starting work her will be laid up for a period of from ten day

Movements of Vessels.

PORTLAND, June 7.—Sailed at 3 P. M., steamer Aurelia, for San Francisco, via Eureka and Coos Bay.

ASTORIA, June 7.—Arrived at 7:40 A. M. tug Tyee, from Seattle. Salled at 8:30 A. M. steamer Glymont, for Honolulu, via Seattle. Arrived down at 7:15 A. M., steamer West Cherow, and salled at 2 P. M. for Italy. Salled at 4 P. M., schooner Edward R. West, in tow of tug Tyee, for Seattle Salled at 5:30 P. M., steamer Fort Sievens for an Atlantic port. Left up at 5 A. M. steamer Mahanna.

SAN FRANCISCO, June 7.—Salled at 6 last night, steamer Santa Barbara, for Columbia River; at 7 P. M., steamer Santa Monlca, for Columbia River, Arrived—Steamer Oleum, From Portland, Salled at 9 A. M., barkentine Pauko, for Portland, in

GAVIOTA, June 7 .- Arrived -- Steamer J. Chanslor, for Portland. EURERA, June 7.—Sailed at 6 last night, teamer City of Topeka, from San Fran-isco, for Portland, via Coes Bay.

POINT RBYES, June 7.—Passed yesterday at noon, steamer Dalsy Matthews, from Co-numbia River, for San Pedre.

TACOMA, Wash., June 7.—(Special.) o her arrival from Shanghal, about Ju On her arrival from Shanghal, about June 15, the steamer Grayson of the Garland line will be sent to New York. Lack of freight on the oriental runs and higher rates on the east coust are said to be responsible for the shifting of the vessel. The Garland agents here do not know when the vessel will be returned. She goes out from here in ballance. in ballast.

The steamer Elihu Thomson, which underwent repairs down sound as the result of striking a berg on a recent voyage north, arrived here this afterneon. The vessel will sail for the north again in about two weeks.
The Glymont is due here Sunday to load box shooks and other freight for the Hawaiian islands.

SAN FRANCISCO, June 7. — Arrived-Stamers Oleum, from Astoria; Tilsondar from Fort Arthur (Texas). Sailed—Stean ers Governor, for Scattle; F. S. Loop, for Astoria; San Jose, for Balboa.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yester-day unless otherwise indicated.)
FORT STEVENS, Astoria for Cardiff, Wales, 36 miles south of the Columbia river, CITY OF TOPEKA, San Francisco for Portland, 150 miles south of the Columbia river. CITY OF TOPEKA, San Francisco for Portland, 130 miles south of the Columbia river.

ATLAS, towing barge 23, Point Wells for Richmond, 2539 miles from Richmond.

RAINIER, San Francisco for Bellingham, 225 miles from San Francisco.

PHYLLIS, San Francisco.

CAPT. A. F. LUCAS, Richmond for Powell river, B. C., 280 miles north of Richmond.

WASHTENAW, Portland for Port San Luis WAHKEENA, San Pedro for Astoria, 586 miles north of San Pedro.

PRESIDENT, Scattle for San Francisco, 10 miles south of Tatoosh.

ADMIRAL SCHLEY, San Francisco for Seattle, 730 miles from Scattle.

BUCK, Everett for San Pedro, 243 miles south of Everett.

ADMIRAL DEWEY, San Francisco for Los Angeles, 93 miles from Santle.

BUCK, Everett for San Pedro, 243 miles from San Francisco.

GOVERNOR, San Francisco for Seattle, 49 miles north of Point Rayes.

HUMBOLDT, San Francisco for Los Angeles, 110 miles south of San Francisco.

HERRIN, Gaviotz for Linnton, 510 miles north of Gaviotz.

LABREA, Honolulu for Port San Luis, 124 miles from Port San Luis, 125 miles from Port San Luis, 125 miles from Port San Luis, 125 miles from Seattle, 45 miles from Port San Luis, 125 miles from Port San Luis for Seattle, 45 miles from Port San Luis, 125 miles from Seattle, 25 miles from Seattle, 25

A5 miles from Seattle.

ADMIRAL SERREE, San Francisco fo Decan Falls, 70 miles north of San Fran TUG STANDARD NO. 2, with barge 91, il Segundo for Richmond, 104 miles from ichmond.

Tides at Astoria Sunday, High. Low. 10:30 A. M. . . 6.1 feet 4:46 A. M. . . 1.3 feet 10:25 P. M. . . 8.3 feet 4:23 P. M. . . 2.8 feet

Columbia River Bar Report. NORTH HEAD, June 7 .- Condition of the ar at 5 P. M .- Sea smooth; wind north

PRICE FIGHT STARTS SOON Seattle Women Meet Monday to Plan

for Boycott on Profiteers. SEATTLE, Wash., June 7 .- (Special.) -A homekeeper's food price-fixing committee and an organization com prising Seattle women to boycott food that exceeds the price limits will be established by the meeting of the Seattle Homekeepers' club Monday afternoon. This announcement was made

by Elinor M. Redington, president of the club, who called the meeting. "We will not attempt anything un-fair," she said. "We will have a coumittee of women who buy food to investigate the prices. They will report the price they believe other women should pay and if prices go higher the

boycott will be invoked. "Later we will welcome the dealers and commission men to tell their story, but not just now. We intend to fight the profiteers hard all the way down

TRAIN WRECK JARS MANY

Engineer May Die as Result of Injuries in Derailment.

CASPER, Wyo., June 7 .- H. Shear engineer, is reported to have been badly crushed, probably fatally, and passengers narrowly death today in a wreck of Chicago & Northwestern passenger train No. 603, westbound, which jumped the track three and a half miles east of here late today.

J. Arthur Younger Returns.

SEATTLE, Wash. June 7.—Captain J. Arthur Younger, former graduate manager of the University of Washington, is back in Seattle today after service overseas since October, 1918. Younger served with the 48th regiment C. A. C. He was graduate man-



it is a well-recognized fact that the eyes are an important factor in our health, happiness and business success, and that good glasses, when needed. are absolutely essential in order to accomplish our best work.

It is also a well-recognized fact, both by the layman and the profession, that DR. WHEAT'S, 207 Morgan Building, is the home of Perfect-Fitting Glasses-where glasses are not for sale and cannot be bought unless needed-where SERVICE, both professional and business. is the keynote of thought and desire-and where success is measured, not in dollars and cents, but in the number of friends and patrons and their entire satisfaction.

Why not have the greatest pleasure and comfort in the use of your eyes? Wear my Perfect-Fitting Glasses.

Eyesight Specialist 207 Morgan Building Washington at Broadway

ager it the University from 1914 until the spring of 1917, when he went into service. He will resume his duties at the university.

So light is a new rubber coated bal-loon fabric that three thickness of it weigh less than five ounces to the square foot.

TRAVELERS' GUIDE.

"JUNE HONEYMOON"

"Alaska-Beautiful Alaska" Let us help plan your wedding trip. Eleven and 20-day tours from Seattle to southeastern and southwestern Alaska. \$80 and \$145. Live on the steamer the entire time.

SS. "CITY OF TOPEKA" Sails 9 P. M., June 10
Astoria, Coos Bay, Eureka
d San Francisco, connecting
th steamers for Los Angeles
i San Diego, Baggage checked
ouch,

Ticket Office 101 Third Street.

Main 1466, A 3332.

Local Freight Office East 4331.

PACIFIC STEAMSHIP COMPANY

AUSTRALIA

Honolulu, Suya, New Zealand The Palatial Passenger Steamers, S. "NIAGARA" B. M. S. "MAKURA" 20,000 Tons 12,500 Tons Sail from Vancouver, B. C. For fares and sailings apply Can. Pac. Railway. 55 Third St., Portland, or Canadian-Australasian Royal Mail Line, 440 Seymour St., Vancouver, B. C.

STEAMERS

The Dalles and Way Points. Sallings, Tuesdays, Thursdays and Saturdays, 10 P. M.

DALLES COLUMBIA LINE Broadway 3454 Ash St. Dock. STEAMERS FOR

San Francisco, Los Angeles and San Diego Sailing Monday, 2:30 P. M. M. Bollam, Agent, 122 3d St. Phone Main 26.

"It's So Easy to Learn and Such Sweet Music"

The Hawaiian Steel Guitar

OUR COMPLETE EQUIPMENT

includes Guitar, Steel and Picks, best Instruction Book

Free Lessons AND ALL FOR

Superb assortment of Washburn, genuine Ka-naka, Koa Wood, S. S. Stewart, Martin and other



Oregon Eilers Music House

Now in Our New Location-Eilers Music Building Seventh Floor Devoted to Music and Musicians

Entrance and Elevator 287 Washington St., Below Fifth For Vacation, Take a UKULELE With You, Now on Sale

\$3.50, With FREE LESSONS