

PORTLAND MOTORSHIP MAKES RECORD TRIP

Libby Maine Travels 6000
Miles With No Stops.

BOAT BUILT IN OREGON

Dow Diesel Engines, America's Prod-
uct, Drive Local Vessel on Long
Economic Voyage.

How the full motorship Libby Maine made a no-stop run of more than 6000 miles without mishap or delay and her general successful performance is related at length in the July issue of the Pacific Marine Review, copies of which reached Portland yesterday. The Libby Maine was fitted with Dow Diesel engines, an American production, and a feature that appeals most to Oregonians in connection with her excellent showing is the fact that she was constructed of Oregon material at an Oregon yard, the M. Standifer Construction corporation having been her builders, and the scene of her work was the North Portland plant of that organization.

March 26, 1918, the vessel took the water, and from the time of her trial trip to date she has been satisfactory. Reaching features of the long run of the motorship, the Pacific Marine Review says:

"She left Seattle December 27, 1918, for Honolulu, Manila, Hongkong and return. The record of this voyage, showing the distance traveled, the average speed and the fuel consumption, is given in the following table:

Total number of knots traveled.....	14,170
Distance in knots.....	5,438.00
Total fuel consumption (barrels).....	235.00
Time: 15 days 2 hours 24 minutes.....	
Average speed (per hour, knots).....	6.78
Average fuel consumption (barrels).....	16.58
Honolulu to Manila.....	4,906.00
Total fuel consumption (barrels).....	408.00
Time: 28 days 16 hours 45 minutes.....	
Average speed (per hour, knots).....	7.21
Average fuel consumption (barrels).....	16.3
Manila to Hongkong.....	634.00
Total fuel consumption (barrels).....	63.00
Time: 3 days 15 hours 45 minutes.....	
Average speed (per hour, knots).....	7.22
Average fuel consumption (barrels).....	17.28
Honolulu to Seattle.....	6,088.00
Distance in knots.....	22,323.00
Total fuel consumption to date (barrels).....	2,371.3

"Leaving Honolulu on January 14, a steady, uninterrupted run was made to Manila, arriving there on February 12. Every part of the vessel was in perfect condition and was shipshape to proceed elsewhere.

"At Manila the third assistant engineer and Mrs. Herre, wife of the master of the ship, Captain E. M. Herre, died of black smallpox, epidemic at that time. After the funeral the ship left Manila for Hongkong, March 14, arriving there March 18. She completed her return cargo, consisting of Philippine hardwood, copra, meat and flour, and left Hongkong for Seattle. This, the longest non-stop voyage of the Libby Maine, covering a distance of 6088 miles, was made in schedule time and without the suggestion of trouble. The boat arrived in Seattle at 7:10 P. M. on the evening of April 27, and May 6, at 6:15 P. M. she left Seattle for Bristol Bay.

PORTLANDERS REACH GOTHAM

Men Who Left on New Steamer West
Quebec Report Arrival.

Portlanders aboard the steel steamer West Quebec, a Portland-built vessel, with a goodly representation from here among her licensed officers, have sent word through W. H. Wood, steward, of their arrival at New York after a run of 16 days and 8 hours from the Columbia river to Balboa and 7 days and 2 hours from Balboa to New York. Making their way later to New York.

FRENCH MAY BUILD HERE

Commissioner Investigating Plants
for Steel Cargo Ships.

Ending his investigations here with reference to the desirability of the Albina Engine & Machine works plant for the construction of 3500-ton steel steamers for the French government, Commissioner of the French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma. The French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma. The French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma.

GRAINHANDLERS MAY CONFER

Portland Wage Advance Depends on
Puget Sound Workers.

Indications are that there will be a delegation of Puget sound union grainhandlers here during the week to confer with Portland grainhandlers now on strike for an increase in wages from 25 to 30 cents an hour, as it has been intimated that an increase of the same amount is to be placed in effect on Puget sound. It was reported yesterday that the grainhandlers had arranged for a committee to come from the Puget sound union.

Meanwhile wheat steamers have been delayed by the strike, as the grainhandlers truck wheat from piles on the dock to ship's tackle. It is not improbable the government will take steps to employ other men if a settlement is not reached. Longshoremen do the dock trucking when flour is loaded, so ships working the manufactured cereal will not be detained.

RIVER ROUTE ABANDONED.

LEWISTON, Idaho, July 5.—(Special.)—Agent Hagans, of the Oregon City Transportation company, received advice yesterday that owing to the low

stage of the Snake river and the accident to the steamer Graham, which has been on the run between Portland and Lewiston, this river service will be suspended for a while. The Graham is being repaired at Portland.

Seattle Shipyards Closed.

SEATTLE, July 5.—None of Seattle's shipyards was operated today, the yard owners ruling that as only one-half day's work would be done today there was no reason for opening. Thus all Seattle ship workers are enjoying a three days' holiday. Work will be resumed Monday.

Pacific Coast Shipping Notes.

ASTORIA, Or., July 5.—(Special.)—The emergency fleet steamer Blue Eagle, built at the Rodgers yard, left for Portland at 12:45 o'clock this afternoon.

Carrying freight and passengers from Portland and Astoria, the steamer City of Topeka sailed at 4:45 o'clock this afternoon for San Francisco via Eureka and Coos Bay. Coming from the first bulk cargo ever shipped from the Pacific coast to Europe, the steamer is expected to arrive Friday in the morning at San Francisco. She will dock at the Port of Astoria terminal, where she will take on 144,000 bushels of bulk wheat in lower hold and 200,000 bushels of sacked wheat.

After loading lower hold in Portland the tank steamer J. A. Chandler sailed at 8:30 o'clock this morning for California. The steamer, built at the Chandler yard, is still delayed here by a shortage in coal. It is expected to leave for the United Kingdom, still delayed here by a shortage in coal. It is expected to leave for the United Kingdom, still delayed here by a shortage in coal.

After loading nearly a full cargo of wheat here the steamer, J. A. Chandler, is expected to leave for the United Kingdom, still delayed here by a shortage in coal. It is expected to leave for the United Kingdom, still delayed here by a shortage in coal.

March 26, 1918, the vessel took the water, and from the time of her trial trip to date she has been satisfactory. Reaching features of the long run of the motorship, the Pacific Marine Review says:

"She left Seattle December 27, 1918, for Honolulu, Manila, Hongkong and return. The record of this voyage, showing the distance traveled, the average speed and the fuel consumption, is given in the following table:

Total number of knots traveled.....	14,170
Distance in knots.....	5,438.00
Total fuel consumption (barrels).....	235.00
Time: 15 days 2 hours 24 minutes.....	
Average speed (per hour, knots).....	6.78
Average fuel consumption (barrels).....	16.58
Honolulu to Manila.....	4,906.00
Total fuel consumption (barrels).....	408.00
Time: 28 days 16 hours 45 minutes.....	
Average speed (per hour, knots).....	7.21
Average fuel consumption (barrels).....	16.3
Manila to Hongkong.....	634.00
Total fuel consumption (barrels).....	63.00
Time: 3 days 15 hours 45 minutes.....	
Average speed (per hour, knots).....	7.22
Average fuel consumption (barrels).....	17.28
Honolulu to Seattle.....	6,088.00
Distance in knots.....	22,323.00
Total fuel consumption to date (barrels).....	2,371.3

"Leaving Honolulu on January 14, a steady, uninterrupted run was made to Manila, arriving there on February 12. Every part of the vessel was in perfect condition and was shipshape to proceed elsewhere.

"At Manila the third assistant engineer and Mrs. Herre, wife of the master of the ship, Captain E. M. Herre, died of black smallpox, epidemic at that time. After the funeral the ship left Manila for Hongkong, March 14, arriving there March 18. She completed her return cargo, consisting of Philippine hardwood, copra, meat and flour, and left Hongkong for Seattle. This, the longest non-stop voyage of the Libby Maine, covering a distance of 6088 miles, was made in schedule time and without the suggestion of trouble. The boat arrived in Seattle at 7:10 P. M. on the evening of April 27, and May 6, at 6:15 P. M. she left Seattle for Bristol Bay.

PORTLANDERS REACH GOTHAM

Men Who Left on New Steamer West
Quebec Report Arrival.

Portlanders aboard the steel steamer West Quebec, a Portland-built vessel, with a goodly representation from here among her licensed officers, have sent word through W. H. Wood, steward, of their arrival at New York after a run of 16 days and 8 hours from the Columbia river to Balboa and 7 days and 2 hours from Balboa to New York. Making their way later to New York.

FRENCH MAY BUILD HERE

Commissioner Investigating Plants
for Steel Cargo Ships.

Ending his investigations here with reference to the desirability of the Albina Engine & Machine works plant for the construction of 3500-ton steel steamers for the French government, Commissioner of the French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma. The French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma.

GRAINHANDLERS MAY CONFER

Portland Wage Advance Depends on
Puget Sound Workers.

Indications are that there will be a delegation of Puget sound union grainhandlers here during the week to confer with Portland grainhandlers now on strike for an increase in wages from 25 to 30 cents an hour, as it has been intimated that an increase of the same amount is to be placed in effect on Puget sound. It was reported yesterday that the grainhandlers had arranged for a committee to come from the Puget sound union.

RIVER ROUTE ABANDONED.

LEWISTON, Idaho, July 5.—(Special.)—Agent Hagans, of the Oregon City Transportation company, received advice yesterday that owing to the low

JOCKS HEAR IN SHIPYARDS OF OREGON

Men Pass Second Day of Idle-
ness in Behalf of Mooney.

WORKING FORCES REDUCED

Total of 38,950 Employees in Sep-
tember, 1918, Falls to 19,460;
Maximum of 1000 in Prospect.

Other than limited emergency work on ships virtually ready, not a sound was heard in shipyards of the Oregon district yesterday, the second holiday of the July 4 period as well as the second of five days set apart by labor organizations in which to express their sentiments bearing on the status of the Mooney case, also the second of 10 days of idleness the steel shipbuilders of the Portland district decided to allow today, when it was apparent the Independence day anniversary was to extend to five days for Mooney.

The sole exception among the steel yards is that of the Standifer Construction corporation, at Vancouver, while the Standifer plant at Portland, which is being loaded by the mill hands, is working. It is a result of a strike of the coal handlers.

After loading nearly a full cargo of wheat here the steamer, J. A. Chandler, is expected to leave for the United Kingdom, still delayed here by a shortage in coal. It is expected to leave for the United Kingdom, still delayed here by a shortage in coal.

March 26, 1918, the vessel took the water, and from the time of her trial trip to date she has been satisfactory. Reaching features of the long run of the motorship, the Pacific Marine Review says:

"She left Seattle December 27, 1918, for Honolulu, Manila, Hongkong and return. The record of this voyage, showing the distance traveled, the average speed and the fuel consumption, is given in the following table:

Total number of knots traveled.....	14,170
Distance in knots.....	5,438.00
Total fuel consumption (barrels).....	235.00
Time: 15 days 2 hours 24 minutes.....	
Average speed (per hour, knots).....	6.78
Average fuel consumption (barrels).....	16.58
Honolulu to Manila.....	4,906.00
Total fuel consumption (barrels).....	408.00
Time: 28 days 16 hours 45 minutes.....	
Average speed (per hour, knots).....	7.21
Average fuel consumption (barrels).....	16.3
Manila to Hongkong.....	634.00
Total fuel consumption (barrels).....	63.00
Time: 3 days 15 hours 45 minutes.....	
Average speed (per hour, knots).....	7.22
Average fuel consumption (barrels).....	17.28
Honolulu to Seattle.....	6,088.00
Distance in knots.....	22,323.00
Total fuel consumption to date (barrels).....	2,371.3

"Leaving Honolulu on January 14, a steady, uninterrupted run was made to Manila, arriving there on February 12. Every part of the vessel was in perfect condition and was shipshape to proceed elsewhere.

"At Manila the third assistant engineer and Mrs. Herre, wife of the master of the ship, Captain E. M. Herre, died of black smallpox, epidemic at that time. After the funeral the ship left Manila for Hongkong, March 14, arriving there March 18. She completed her return cargo, consisting of Philippine hardwood, copra, meat and flour, and left Hongkong for Seattle. This, the longest non-stop voyage of the Libby Maine, covering a distance of 6088 miles, was made in schedule time and without the suggestion of trouble. The boat arrived in Seattle at 7:10 P. M. on the evening of April 27, and May 6, at 6:15 P. M. she left Seattle for Bristol Bay.

PORTLANDERS REACH GOTHAM

Men Who Left on New Steamer West
Quebec Report Arrival.

Portlanders aboard the steel steamer West Quebec, a Portland-built vessel, with a goodly representation from here among her licensed officers, have sent word through W. H. Wood, steward, of their arrival at New York after a run of 16 days and 8 hours from the Columbia river to Balboa and 7 days and 2 hours from Balboa to New York. Making their way later to New York.

FRENCH MAY BUILD HERE

Commissioner Investigating Plants
for Steel Cargo Ships.

Ending his investigations here with reference to the desirability of the Albina Engine & Machine works plant for the construction of 3500-ton steel steamers for the French government, Commissioner of the French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma. The French high commission left for Puget Sound yesterday. The French have not yet decided finally on moving plant from Portland to Tacoma.

GRAINHANDLERS MAY CONFER

Portland Wage Advance Depends on
Puget Sound Workers.

Indications are that there will be a delegation of Puget sound union grainhandlers here during the week to confer with Portland grainhandlers now on strike for an increase in wages from 25 to 30 cents an hour, as it has been intimated that an increase of the same amount is to be placed in effect on Puget sound. It was reported yesterday that the grainhandlers had arranged for a committee to come from the Puget sound union.

RIVER ROUTE ABANDONED.

LEWISTON, Idaho, July 5.—(Special.)—Agent Hagans, of the Oregon City Transportation company, received advice yesterday that owing to the low

an offer to box Jack Dillon in the east I went east to accept the fight.

"In the meantime the local promoters cast about for an opponent for the gunboat. It happened Jack Dempsey was hanging around Mason street and he jumped at the chance. Dempsey beat Gunboat Smith in four rounds. Here Jack learned draws and Dempsey and matched him to fight Carl Morris. Jack won easily, then went east, fought a couple of good men and today is the champion.

"So I figure if it hadn't been for my going east and letting Dempsey fight Gunboat Smith, he would not have met Jess Willard at Toledo Friday afternoon.

Willie says there is only one respectable thing for Dempsey to do and that is to fight him. I don't mind Jack going into vaudeville and making a few pennies," continued Meehan, "but I am entitled to the first crack at the new champion."

It will be remembered that Dempsey and Meehan fought six four-round fights, three in Oakland and three in this city. Meehan was awarded the decision in three of the affairs, two were declared draws and Dempsey took one of the fights on a decision.

Meehan, by the way, fights big Jack Thompson at the Oakland auditorium Wednesday night before Tommy Simpson's club.

BRIDEGROOM IS SEIZED

Horseman Makes Thrilling Dash
Into Lobby of the Foley Hotel.

ST. PAUL, Minn.—A horseman spurred his steed through the door and into the lobby of the Foley hotel, seventh and Jackson streets, Sunday, July 5, when he was seized by police. The horseman, who was dressed in a suit and tie, was riding a dark horse. He was seized by police as he was about to enter the hotel. The horseman was taken to the police station and the horse was taken to the stable.

The horseman headed his mount directly towards the bride, formerly Miss Mary Foley. As he was about to reach the bride from the crowd, her husband quickly stepped between them and seized the horseman. The horseman was taken to the police station and the horse was taken to the stable.

While the intruder held the would-be rescuers at a distance, the bride, who was dressed in a suit and tie, was riding a dark horse. He was seized by police as he was about to enter the hotel. The horseman was taken to the police station and the horse was taken to the stable.

After being given time to think it over Foley was taken before a mock court and fined a box of cigars and then released.

It developed later that the horseman was a member of the Hook-em-Cow carnival club of South St. Paul, led by William E. Egan. Mr. Condon also is a member.

After the release of the bridegroom the couple left for the east on their honeymoon.

BULLET WINGS FUGITIVE

Arm of Man Fleeing With Stolen
Trousers Shattered.

NEW YORK.—Tony Mariso, 36 years old, who says he lives at 142 Atlantic street, Brooklyn, is at the Williamsburg hospital, shot through the left arm by Patrolman Langran, of the Bedford avenue police station, after he was alleged to have broken into the home of Caspar Drago, at 171 Metropolitan avenue, Langran, who is one of the expert pistol shots of the department, shot Drago during a chase, the bullet shattering the bone of the fleeing man's arm.

The police say Mariso entered the Drago home, which is about 75 feet from the Bedford avenue police station, and was taking \$59 from the pocket of a pair of trousers owned by Drago. When he was taken to the hospital, he was found with a bullet wound in the left arm.

Dr. Wolf, who came with an ambulance from Williamsburg hospital, told the police that Mariso would probably lose his arm. Mariso, the police say, still has Drago's trousers in his hands when he was picked up from the pavement by them. He is being held in the hospital on a charge of burglary.

STEEL COMPANY TO EXPAND

New Japanese Company Plans Ex-
tensive Operations.

TOKIO.—The Oriental Steel company, the new Japanese \$25,000,000 steel corporation, has begun operations and plans to turn out steel on a gigantic scale. The combine is an outgrowth of restrictions enforced by foreign countries on the export of steel during the war. The company will get its ore from the Tong Chung mines of China and from Korea.

The works are at Tobata on the northern coast of Kyushu, one of the industrial centers of Japan. The work-shops are modern and the largest steel works in the United States and Europe. Every attention will be paid to the comfort and well-being of the staff and the workers.

RADICAL PRESS IS BLAMED

Occupation of Leipzig Declared
Necessary for Safety of Germany.

BERLIN.—The radical Spartacist danger and the consistent working of communists for the adoption of the soviet system will all be cleared up, such that the occupation of Leipzig by government troops was necessary for the safety of the country, says an official statement issued to effect criticism from radical quarters and bitter opposition by Leipzig independents.

STRIKE ORDER FAILS TO BUDGE CAULKERS

Men Continue Operations on
Steamer Braeburn.

LOCAL OFFICIALS PUZZLED

Longshoremen Pass Saturday Un-
loading Ship and Will Be on
Hand Tomorrow.

Why union caulkers worked yesterday on the steamer Braeburn, lying at the plant of the Peninsula Shipbuilding company, but were reported to have refused to turn to at the St. Johns drydock, where the steamer Alector is to have hull work done, puzzled officials of the construction division of the Emergency Fleet corporation, who were informed that the caulkers would not return to their labors until Wednesday morning, taking full time off as prescribed in the Mooney sympathetic strike propaganda.

Thousands of persons spent the night on the sands at nearby bathing beaches while other thousands slept in parks or on river docks in an effort to escape the heat. The heat was another congested district nearly unbearable.

Longshoremen worked yesterday discharging the cargo of the steamer Klamath at Couch-street dock, as they did yesterday on the steamer City of Topeka Friday at the East Washington-street terminal, and stevedores have been informed that they will be on hand tomorrow morning for any vessels, the union not having joined in the Mooney strike as a body, though it has been indicated some of the men will not report for work until after the period of the sympathetic strike.

Ballast ordered for the new steamer Boxbute, which is ready for her sea trial, was not ordered for her sea trial, the government departments refusing to pay overtime, though the men hold it was a holiday under the proclamation of Governor Eliott. There is every reason to expect the ballast will be loaded tomorrow on straight-time pay, unless there are not enough longshoremen to handle the ship.

TIES LOADED WITH SPEED

WAYUCAN TAKES 3 1/2 HOURS
TO STOW 1,400,000 FEET.

Record Made at Bellingham Mill
May Set Coast Mark—Travel
Shows General Increase.

OVERSEAS SERVICE LIKED

RECRUITS FOR FOREIGN DUTY
NUMBER 55 HERE.

Bronze Victory Buttons Given to
Soldiers Who Reached Other
Side of Atlantic in War.

Notice

Telephone Operators

Pay Checks of Telephone
Operators, now on strike,
were mailed last night to
the residence addresses
shown in the company's
records.

The Pacific Telephone & Telegraph Company

In the country in recruiting. This is considered remarkable, as most of those wishing to re-enlist in the service were born in Germany. They were awarded the buttons as a sign of their Americanism. Reuben Blumenthal, who was born in Russia, was another to receive the Victory button.



I Give More
I Charge the Same
for
KRYPTOK
GLASSES
THE INVISIBLE BIFOCALS

NEW YORK IS SWELTERING

Thermometer at 98 Drives Thou-
sands to Parks and Beaches.

NEW YORK, July 5.—The hottest July 5 since 1910 today sent the official thermometer to 88 degrees at 3 P. M. and though thunder showers were predicted for tonight the sky was clear at midnight and the temperature only a few degrees below the day's high mark. Only about a dozen persons were seen on the sands at nearby bathing beaches while other thousands slept in parks or on river docks in an effort to escape the heat. The heat was another congested district nearly unbearable.

TRIPLE ALLIANCE STARTED

Labor, Grange and Railway Men's
Union Well Under Way.

SEATTLE, July 5.—Arrangements for organization of the "triple alliance" comprising the Washington state federation of labor, the grange and the railway men's welfare league in Seattle, were completed yesterday. William Short, president of the labor federation, Charles P. Taylor and Lucy R. Case are understood to be candidates for the executive position of executive secretary. The state central committee, which will meet here to effect the organization, will consist of members, chosen from each organization to be represented.

MORROW RESIDENTS PICNIC

Mrs. Ed Rood Chosen President at
Annual Reunion.

About 40 former residents of Morrow county gathered last night at Laurels park to enjoy a picnic and hold their annual reunion. Ex-Governor T. T. Geer was the principal speaker. N. C. Maris, as toastmaster, called on practically everyone present for a short address.

Mrs. Ed Rood was elected president of the association for the coming year and Mr. Maris was made vice-president. Mrs. Harry Warren will serve as secretary and J. W. Beckett as treasurer.

Cuticura Will Help You Have Hair Like This

Touch spots of dandruff and itching, if any, with Cuticura. Ointment, Shampoo with Cuticura Soap and hot water.

TRAVELERS' GUIDE

By the
STEAMSHIP
ADAMANT LINE.

SS "CITY OF TOPEKA"
Sails 9 P. M., July 14th, for Coos Bay, making connections with steamers to Los Angeles and San Diego. Tickets sold at the office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.

ALASKA
Steamers every week for all principal ports in Alaska. Travel is heavy; make reservations at the Puget Sound office.