

MRS. OLCOTT BREAKS BOTTLE OVER SHIP

West Hartland Joins Coterie of Floating Steel Carriers.

NOISY WELCOME SHOUTED

Columbia River Corporation Starts Work on Last Hull Under Government Contracts.

Mrs. Ben W. Olcott, wife of Governor Olcott, christened the hull of the West Hartland launch yesterday.

The ceremony took place shortly after 11:30 o'clock. Though such affairs are timed quite accurately, the hulls are not always controlled so as to start at the precise moment selected.

The launching party was taken by surprise when Walter Brown, general superintendent, who was on the ground, shouted a warning and raised both arms to signal "she is going."

Mrs. Olcott turned from facing her friends, chose the place, and broke the bottle squarely across the stem of the big ship, which began to gather speed for its plunge into the Willamette.

Shipyard Men Shout Welcome. Men in the yard were joined by colleagues "over the fence" in the plant of the Northwest Steel company.

The sponsor was roundly congratulated for her successful participation in the ceremony. This was followed by the presentation of a memento to the corporation, of a platinum brooch, set with diamonds.

On the platform were Mrs. W. C. Knighton, Mrs. Edmund C. Giltner, Mr. and Mrs. C. D. Bowles, Mr. and Mrs. C. Bowles, Mr. and Mrs. V. R. Bowles, Mrs. Alfred P. Smith, wife of the president of the corporation, Mrs. Smith's mother, Mrs. George P. Fuller, Mr. and Mrs. Charles C. Schnabel and Mr. and Mrs. W. Lair Thompson.

Work on Next Hull Begun. With the hull overhead and the launching party gone, that particular part of the yard again became a busy place for men.

Whether the corporation is to lay down two additional hulls, under the present program, is yet to be determined.

Today the plant boasts a combined profit of \$100,000. At the peak of its activity in the spring, 8600 men were employed.

SHIP PLANT TO EXPAND NEW OWNERS OF VANCOUVER YARD TO RUSH BOATS.

Demands Created by War Give Idea of Country's Need in Peace and Work Will Be Done Here.

VANCOUVER, Wash., Aug. 9.—(Special.)—With the acquisition of the physical property and business of the Motorship Construction company, which was one of Vancouver's busy war-time institutions, the Reed Engineering company, which has just been incorporated by Merrill A. Reed and associates, is making plans for the extension of the plant to take care of the big volume of peace-time business.

The Motorship Construction company was founded in 1917 by Mr. Reed and S. S. Hewitt, the latter being subsequently succeeded by James W. Dougherty.

During the war the Motorship Construction company executed on account of the United States shipping board, the largest contract for steel lifeboats let on the Pacific coast.

The yard comprises an area of 23 acres, located on the Willapa river. There are approximately 2500 feet of waterfront, with a good channel to deep water.

The yard has ample storage space. Room grounds are maintained in the river below the plant. There is a dock in connection with the contemplated establishment of a destroyer base on the Willapa river by the navy department, which will enhance the value of the property.

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ALBINA TO LAUNCH VESSEL Doylestown Yard's Last Vessel Under Government Contracts.

The steel steamer Doylestown, the 17th of the type the Albina Engine & Machine Works has completed, and the last to be turned out under contracts with the shipping board, will go on her official trip Tuesday.

William Cornfoot, president of the organization, as host to the party, that the final chapter in the drive for tonnage against the Germans should be commemorated as far as himself and associates are concerned, and that one of the best means of indicating what the city has done in building ships is to demonstrate their speed and facilities by first-hand inspection.

BIG SALMON CATCH REPORTED Lower Columbia Seiners Are Making Heavy Hauls.

ASTORIA, Ore., Aug. 9.—(Special.)—There was improvement in the catch of fish last night and today and the deliveries at the packing plants were the heaviest reported since the first two weeks of the season.

The seiners are having the best luck of all and some of them are making big hauls. The quality of the salmon taken continues good.

LAUNCHING OF TWENTY-SEVENTH HULL OF THE 8600-TON FLEET, AT COLUMBIA RIVER SHIP-BUILDING CORPORATION'S PROPERTY, FEATURED BY PARTICIPATION OF GOVERNOR'S WIFE.



STRIKE STATUS IN DOUBT LONGSHOREMEN EXPECTED TO CONFINE DEMANDS TO PAY.

Portland Unions May Decide to Negotiate or Possibly Accept Puget Sound Settlement.

Guesses are being made along the beach on the outcome of negotiations with longshoremen as a consequence of demands made for an increase in wage scale. It would not surprise many if the men discarded most of the special charges included in the demands and decided to negotiate on a basis of 25 an hour on all work, except bulk wheat, which is rated at 20 cents higher, and 21.50 overtime.

Another feature up for speculation in the situation is whether the longshoremen will consent to meet their lot with the Puget sound longshoremen and accept the same pay and conditions. On the occasion of the last general longshoremen's strike on the coast, Portland and Columbia river longshoremen were called out in sympathy, although contented with their pay of 55 cents an hour, in the end, Washington and California longshoremen settled with their employers independently and it so happened that the pay was lowered, so longshoremen in Oregon returned to work at 50 cents an hour. There is said to be a marked disinclination on the part of some of the men to aim for a uniform rate of pay, preferring to deal independently with their own employers.

The commission of public docks had a conference yesterday as to the demands. The interest of the commission is not that of actual employers, but is due to the fact they maintain four deep-water terminals and the pay of longshoremen figures in the general cost of handling cargo. As a result of the conference the commission will no doubt be represented in any future movement dealing with the matter.

The attitude of the employer is taken to indicate they will be guided by the action of the men as to dealing in the matter with Puget sound. It is expected that the men will actively join in the meeting, it is reasoned, they may decline to accept its terms.

The principal officers to be selected here will be vice-chairman and secretary, and those to participate in the meeting include Steve Whitney, Columbia River Shipbuilding corporation; George Thomas, G. M. Standfield, Construction corporation; William Curtin, Willamette Iron & Steel works; T. M. Geoghegan, Albina Engine & Machine works, and J. C. Carr, Northwest Steel company.

Mr. Whitney received notice from San Francisco yesterday that the chamber of commerce there is supporting the movement in the interest of continuing ship construction on the coast in competition with western plants, and the Pacific chamber will be asked to consider the situation. It is expected that the Pacific coast chamber of commerce will act as a unit in the matter.

The builders are campaigning on the fact that the rate on steel bound for the coast is 45 cents on each 100 pounds from point of origin and the coast to Pacific coast terminals, whereas coast builders pay \$1.25 to \$1.75 for the same steel. With the ocean freight added, Japanese can land steel at their yards for \$1.20. Identified with the movement is every steel yard from Puget sound to San Pedro, and it is asserted that the fight will be carried to Washington.

It is understood that the new organization will be given the United States railroad administration that rates on steel be about 81 cents from the Atlantic ports, 8 1/2 cents from Pittsburg and 93 cents from Chicago. Since December 31, 1918, it is asserted, freight rates on steel have advanced 92 percent from Pittsburg and 102 percent from Chicago. Under existing charges the cost of laying down steel for an 8600-ton vessel here is said to be \$87,500.

THREE SHIPS TO ARRIVE TODAY Sunday Auto Trips Reported for Pilots Who Must Stay on Duty.

Three ships scheduled to leave Portland today will enter the river, and three new on route will enter the river, will spot Sunday automobile trips for the pilots. As a matter of fact, should it happen that a Sunday passed without any of the marine guides having to be on duty it would be a record in the official office log in capital letters.

The steamer West Ashwaka, which loaded wheat here during the latter part of the week, will be ordered to take on the balance. The Admiral the steamer Aurelia, Captain J. O. Farris, will leave for the harbor early yesterday, leaves on the return today for Marshfield, Eureka and San Francisco, and the new wood steamer Cabana, which is being built at the company turned out for the shipping board, leaves for Grays Harbor to load fish for the Atlantic.

SHIP PHOTOS ORDERED TAKEN Contract Let for Final Photographs of All Carriers.

The division of construction and repairs of the navy department has ordered a final picture to be taken of each ship as she appears ready for sea. A contract for the work has been awarded from Washington to the Anacelus Commercial studio.

For a time during the active construction period of wooden steamers all photographs were taken by the government, which established a special department, while those of steel vessels in Portland continued to be taken by the Angellus. The new contract calls for pictures of all completed vessels, wooden and steel. The plates are to be sent to Washington with the prints.

20 GREAT SHIPS ARE ORDERED Score of 10,000-Ton Craft to Be Built for Steel Company.

NEW YORK, Aug. 9.—Contracts for the immediate construction of 20 10,000-ton steel cargo ships, suitable for long voyages, have been let by the United States steel corporation, it was stated at the offices of President James A. Farrell today.

The vessels will be built at the federal shipbuilding plant at Kearney, N. J., and the Chickasaw shipyards at Mobile, Ala.

Foreign Wheat Shipments Inspected. SALEM, Ore., Aug. 9.—(Special.)—Three shipments of wheat leaving Portland for foreign ports have been inspected by the grain inspection department of the public service commission, according to word received here today.

On the occasion of the flagging of the hull of the 8600-ton steamer West Hartland Wednesday, the Northwest Steel company prevailed on Mrs. John C. Slattery, wife of Colonel Slattery, corps of engineers, U. S. A., in charge of river and harbor work in the second Portland district, to officiate as sponsor for the big ship, which was most successfully launched. Mrs. Slattery was made the recipient of a platinum brooch.

Photo by Angelus Studio.

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WAWALONA NOT UPSET SCHEDULES

Fourth Carrier Is Assured for Oriental Trade.

BUSINESS OUTLOOK GOOD

Contracts for Space Signed That Extend Into Next Year, but All Fleets Will Be Busy.

Assignment yesterday of the 9500-ton steamer Wawalona to load flour for the United States grain corporation does not alter the programme for the Pacific Steamship company to obtain a fourth carrier of the same size for the Portland-oriental service, says Frank O'Connor, Portland agent for the company.

He had expected the completion of the Wawalona would be at a time that would fit into the oriental schedule, but the truth is she will be ready in advance of the Pacific schedule, which was hoped to replace with the Wawalona, so she has been turned over to us to load flour," explained Mr. O'Connor.

"The Nismaha, the next of the 9500-ton ships to be finished at the Standard plant, might prove handy to join the fleet, but, at any rate, we are assured a fourth one of the type and these are the vessels the company plans to purchase, as A. F. Hines, vice-president and general manager of the corporation, announced Friday."

Monthly Schedule Planned. A schedule being worked out for the permanent operation of the oriental vessels provides for a steamer leaving Portland at daylight every fourth Saturday, Mr. O'Connor says, that with four ships, allowing for detention at times, it will be 112 days from the time a ship leaves Portland until she starts her next voyage from here.

During the past week the company was compelled to decline to contract for 30,000 tons of cargo offered in Japan for transportation to Portland, all space having previously been taken. On outward shipment, the company has managed to contract for considerable business extending into 1920, while the bulk of the outward freight business scheduled up to the opening of next year is largely provided.

Operation of American ships for American trade is proving a boon to my mind there is no reason to expect the United States fleet will be called on during the next few years by the war division of business, than is the case today," says Mr. O'Connor.

Everybody Has Good Chance. "It is the first time an all-American line has operated from the northwest, and so long as American shippers will accept their patronage, I am sanguine of the success of the new enterprise. During the war period the Pacific trade was largely controlled by the Japanese, due to that country's export of a abundance of tonnage, but with the entrance of other flags into the peace time trade it is being demonstrated there is no such a condition as full control being in the hands of one flag.

"There will undoubtedly always exist a condition through which a certain percentage of the general trade will be controlled, that from Japan by Japanese and from the United States by Americans, but all of it cannot be held by one fleet. American owners can compete so long as rates permit revenues that will offset expense."

SALEM CHANNEL IMPROVED Purpose of Dredge Operations Clarified by Engineers.

Because the government dredge Mathlona worked in the main steamboat channel, off Salem, recently and information was not vouchsafed by her crew as to the purpose of the work, considerable speculation followed there, but inquiry at the office of the federal engineers brought the statement that the project calls for a channel at low water of from 2 1/2 to 3 1/2 feet, that depth being sufficient ordinarily to accommodate the shallow draft steamers which plied that far upstream.

The West Salem, Eola and Gray Eagle bars were visited Friday by E. B. Thomson, assistant engineer in charge. He said there have been some changes since last year, but, in the main, they are desirable. The upper Willamette channel, which is the most important interest at times because of changes in bars and strong current conditions.

RECORD MADE AT HOG ISLAND 47 Steel Cargo-Carriers Sent Down Ways Within Year.

PHILADELPHIA, Aug. 9.—A world's record for ship production was established at Hog Island the first time in its history, 47 steel cargo-carriers aggregating 367,775 deadweight tons having been sent down the ways to August 5, its first launching anniversary.

Thirty-six of these vessels with a total deadweight tonnage of 281,700 tons, have been delivered to the government and several others are about ready for delivery.

The American International Shipbuilding corporation said that the present contract for 123 vessels will be completed about September, 1920. The statement added:

"Since the Quisconck sailed from Norfolk on January 2, 1919, with cargo of coal, the Hog Island ships have covered 25,000 nautical miles and carried over 400,000 tons of cargo to practically every port of importance in the world."

Pacific Coast Shipping Notes.

ASTORIA, Ore., Aug. 9.—(Special.)—Sand dunes being pumped by the Astoria Navigation company to make the fill for widening the dike road from the south end of the Youngs bay to Miles and Gladys A. Romig, 22 1/2 Waco street.

PRENTICE-KILNO—Jordan, Prentice, legal, 215 Clay street.

BRADON-GEORGE—Lester R. Bradon, legal, 215 Clay street.

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Various Methods of Examination

Odd to tell, the large fact that the eye is alive and not a rigid, inanimate box is only too often forgotten by both opticians and oculists. They think in terms of lenses and anatomy, and too often forget muscular tension, tissue strain and the other vital activities.

THE LIVING EYE is not a dead device or a scientific instrument of precision. It is a pulsating, adaptable, living thing subject to changes of humor, health, tone, fatigue, vitality, foods eaten and drugs taken.

Years of study, much practical experience and keen judgment must be used to determine the exact lens to prescribe—to assure Perfect Fitting Glasses.

Here you receive the benefit of more than 20 years' experience and the best equipped and most modern sight-testing establishment in Portland.

This unexcelled service costs no more than for the ordinary kind.

Dr. Wheat

Eye-sight Specialist. 2D FLOOR, MORGAN BLDG. Entrance on Washington Street

Fillmore, Ky., and Corolla Preston, 20, of WEBB-DEATON—Levi Deaton, 25, of Salem, Ore., and Frank Deaton, 21, of Tule, Miss.

KILLE-REYES—Frank Kille, legal, of San Francisco, Cal., and Mrs. Caroline Kille, legal, of Helena, Mont.

GIRLS TO SET BANQUET

Chorus Picks Committee for Mothers-Daughters Event.

VANCOUVER, Wash., Aug. 9.—(Special.)—A committee has been appointed to arrange for the mothers and daughters' banquet to be given by the girls' victory chorus, the committee consists of Mrs. Helen Kies, Helen Dietlein, Mabel Metcalf and Theresa Flynn.

The banquet is to be held in about two weeks, and only girls escorted by their mothers or someone taking the place of a mother will be admitted.

Soldiers probably will act as waiters. The last sign given by the girls' chorus was so popular that plans are being made for another to be held in the park Monday night and one Monday noon at the Standifer steel shipyard.

Sixty girls are enrolled. Walter Jenkins of Portland is director.

ARREST FOLLOWS RELEASE

Offender, After Serving Sentence Faces New Charge.

VANCOUVER, Wash., Aug. 9.—(Special.)—J. W. Spangler, who was released from the county jail today after paying a fine of \$25 and serving a three-day sentence in the county jail for being drunk and disorderly, was re-arrested on charges of having a gun in his possession and returned to the jail.

Spangler was first arrested August 2 for causing a disturbance at the Elw all rooming house. Two full bottles and one partly filled with whisky were said to have been found in his possession at the time.

Oswego Lodge Buys Building.

OSWEGO, Ore., Aug. 9.—(Special.)—The Oswego Redmen's lodge has purchased a one-story building from Charles Jones, who will open a restaurant early next week.

TRAVELER'S GUIDE

TRAVEL BY STEAMSHIP ADMIRAL LINE. S. S. "CITY OF TOKYO" sail 9 P. M. August 15th for Coos Bay, Eureka, San Francisco, Los Angeles and San Diego.

Reduced Round-Trip Rates. SAN FRANCISCO—\$38.00. LOS ANGELES—\$28.00. SAN DIEGO—\$22.00.

SAN FRANCISCO S. S. Rose City

Depart—12 Noon THURSDAY, AUG. 14. From Ainsworth Dock. Fare includes Berth and Meals. City Ticket Office, 3d and Washington. Phone Main 3530. Freight Office, Ainsworth Dock. Phone Broadway 268. SAN FRANCISCO & PORTLAND S. S. LINES

STEAMERS

The Dalles and Way Points. Sailings, Tuesdays, Thursdays and Saturdays, 7 A. M. DALLES COLUMBIA LINE. Ash St. Dock. Broadway 3454. AUSTRALIA. Honolulu, Suva, New Zealand. The Palatal Passenger Steamers. K. M. S. "NAGARA" R. M. S. "MAKURA" 20,000 Tons. Sail from Vancouver, B. C. For fares and sailings apply Can. Pac. Rail. 25 Third St., Portland, or Canadian Australasian Royal Mail Line, 140 Seaway St., Vancouver, B. C.