

STUBBS COMPANY CHANGES MANAGERS

Resignation of A. C. Stubbs Is Confirmed.

K. D. DAWSON SUCCESSOR

New Head of Columbia-Pacific Affairs Formerly With Firm of Sudden & Christensen.

The resignation of A. C. Stubbs from his position as general manager of the Columbia-Pacific Shipping company, which has been a subject of gossip and speculation in local maritime circles for several days, was officially announced yesterday by Emory Olmstead, president of the company, on his return from San Francisco.

K. D. Dawson, formerly of Sudden & Christensen, who has been chosen as Mr. Stubbs' successor, will arrive in this city this morning from San Francisco, and the change of management will be formally announced at a meeting of the board of directors of the Columbia-Pacific company Monday.

Mr. Stubbs was selected as general manager of the local company when it was organized a little less than a year ago, and officers of the company, as his most of the credit for the successful management of the affairs of the company through the difficult period of its infancy. His resignation was tendered March 1, to become effective March 15, it was learned yesterday, but in the interim the directors he remained in his position until his successor could take charge.

When asked his reasons for resigning, Mr. Stubbs merely gave out the following statement:

New Policy Disliked.

In the reorganization of the Columbia-Pacific Shipping company, a policy was indicated in my resignation which was inimical to the best interests of the entire community, and that reason I am resigning my position as general manager of the company.

"I am leaving for New York and Washington early next week and upon my return will undertake, with the assistance of certain Portland interests, to build up an entirely new company, through the medium of which I will bring about a most free play of competitive forces, thereby affording shippers equal opportunity to branch out in the fast developing foreign trade."

Strong Organization Promised.

"I have my permanent home in Portland for the reason that, raised in a boy on the wharves here, I have always had great vision of the future of Portland as a great seaport and hope ultimately to have that dream realized, through my bringing into the port a strong steamship organization that will serve the needs of the entire community."

K. D. Dawson, the new manager, has been connected for many years with Sudden & Christensen. During the war he was loaned by this company to the shipping board and held a responsible position with the division of operations. He was released from that service and through the returned to San Francisco several days ago after organizing and opening the New York office of Sudden & Christensen.

SHIPS WILL STAY PUT

ALLOCATIONS OF SHIPPING BOARD BOATS PERMANENT.

New Profit-Sharing Contract Is Devised for Operators and Is Effective From March 1.

The allocation of shipping board vessels to operating companies hereafter will be permanent and operators will receive a compensation based upon net earnings, which will be determined by the shipping board, according to the terms of a new profit-sharing contract prepared by the division of operations of the shipping board, copies of which have been received by the Kennedy, Portland agent of this division of the fleet corporation. The new contract is in effect retroactively as of March 1 on all shipping board vessels.

The section of the new contract in which the allocation of compensation is fixed reads as follows: "For the period that any ship is in actual operation and for the purpose of making monthly payments, the agent will receive a minimum compensation, in addition to the \$200 per month, of 10 cents per deadweight ton per month on all ships under 500 tons, with a minimum of \$450 and a maximum of \$700 per ship per month, and 7 cents per deadweight ton per month on all ships of 500 tons and over, with a minimum of \$700 and a maximum of \$1,000 per ship per month."

In taking over control of government ships the general valuation of \$300 a deadweight ton was used as the amount upon which insurance, depreciation and interest are to be figured. This is to be done "in the absence of some other agreed value."

It is understood that in order to show a profit for the operator handling vessels out of new ports and along undeveloped routes the valuation may be written down to a fictitious figure.

STEAMER EVANS IN SOFT MUD

No Fears Entertained by Company for Safety of Vessel.

SEATTLE, Wash., March 20.—No fears were felt here tonight, officials of the Pacific Steamship company said, for the safety of the company's steamer Evans, which was stuck in soft mud in Duncan bay, near Seymour narrows, on the inside passage, early today after making a run to Astoria.

The tugboat towed a raft of logs. No lives were lost when the tugboat went down.

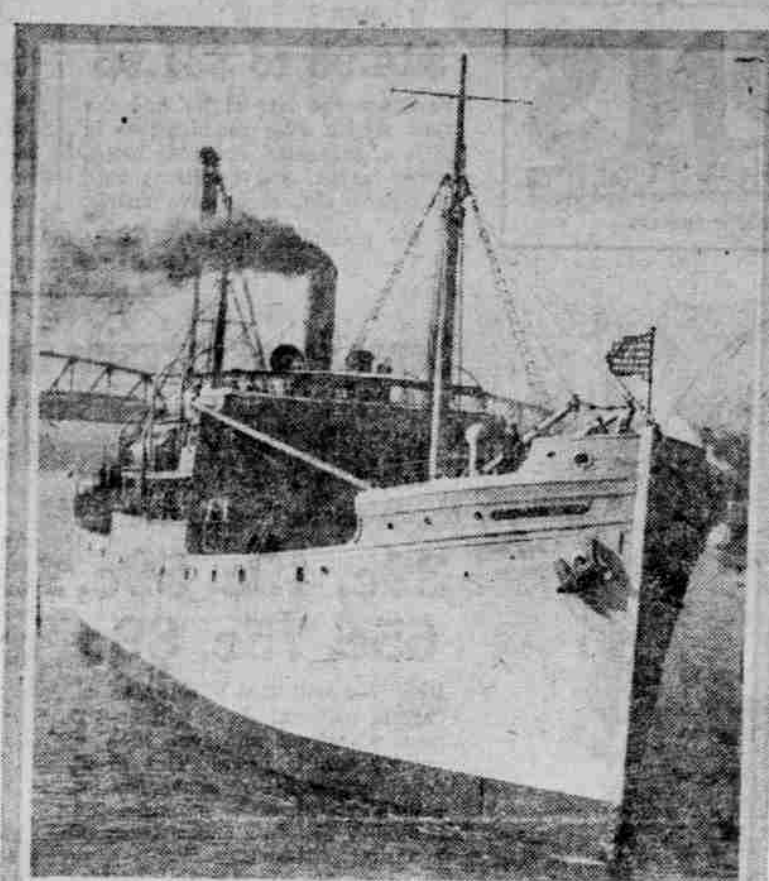
The accident occurred in a dense fog.

TACOMA ASKS MEMBERSHIP

Appointment of John A. Shackelford Urged for Shipping Board.

TACOMA, Wash., March 20.—(Special.)—City commissioners and the Rotary club have endorsed John A. Shackelford, former of Tacoma, as a candidate for the United States shipping board.

WOODEN SHIPPING BOARD STEAMER BOYNTON, LAST TO BE BUILT BY THE COAST SHIPBUILDING COMPANY, ON HER RIVER TRIAL TRIP.



—Angelus Photo.

While the steamer Boynton was executing a successful river trial trip last week, she was assigned to the Columbia-Pacific Shipping company for operation. She was first offered to the United States grain corporation as a flour carrier, but this offer was withdrawn when she was fixed by private interests to carry lumber. Her destination and the parties who will supply her cargo have not been named. The Boynton will be lifted in the Port of Portland drydock Monday morning for final conditioning, and is expected to be delivered to her operators this week. With the delivery of this steamer, but two vessels will remain in the Oregon district to be finished for the emergency fleet corporation.

Mayor C. M. Riddell addressed a telegram today to President Wilson asking that a representative from the Pacific northwest on the shipping board be appointed. He said, by the president, having a representative from the Pacific northwest on the shipping board was pointed out as a vital interest. Henry A. Rhodes, H. Y. Walker, H. M. Alexander, E. B. King and Charles Drury will represent Tacoma commercial interests in working with the delegation from Seattle in urging Mr. Shackelford's appointment.

Mr. Shackelford was considered for the place. It is said, by the president, who later appointed Louis Titus of California. When the senate disapproved of Titus and through the withdrawal, Mr. Shackelford's name was again brought forward.

SIXTEEN SHIPS OFFERED

FAST FREIGHT BOATS.

STEAMERS OF 8000 TONS AVAILABLE BY ASSEMBLING KNOCKED-DOWN MATERIAL, FULLY FABRICATED.

Pacific coast interests are being accorded opportunity to obtain steel tonnage at low figures through a decision of the Shipping board to offer for sale "knocked down" material, fully fabricated, for 16 steamers of the "B" type, which are 6000 tons, were originally designed as fast freight and troopships. There is also available full equipment for completing the ships.

Plans and some of the details have been forwarded to C. O. Youkum, manager of the western division, supply and sales division. It is shown the ships have a length overall of 445 feet, beam, moulded, of 58 feet; depth, 25 feet; draft, 23 feet; displacement, 13,400 tons loaded and 6082 tons light.

The steamers were planned to have sufficient speed to pass through the submarine zones during the war. They have seven cargo holds and eight king posts, each equipped with five-ton derricks. Below-deck are 13 water-tight transverse bulkheads, four being oil-tight as well, so as to be available for fuel oil or for use as complete decks. The amidship section of the ship has no rise and the sides are straight to the top. The ship is equipped with 12 knots the engines, which are turbines, were designed for 3140 horsepower.

The ships were built at the Hog Island yard, where some of the ships were completed and the "knocked down" material, with all equipment, is now stored at the yard. Below-deck are numbered 25 carriers, but 12 are being completed for the army, and the navy has requisitioned seven others. It is not questioned that the remaining 11 will all be taken by private operators. The government is prepared to supply purchasers taking the fabricated steel and full equipment, with all necessary plans for assembling the hulls and installing machinery, so the parts may be shipped to any part of the world for the completion of the vessels.

TUG REINSTATES WIRELESS

Oneonta Equipment Has Effective Sounding Radius of 15 Miles.

Pursuant to a decision by the board of commissioners of the Port of Portland at their last meeting a radio operator has been stationed on the tug Oneonta, which is used as a pilot boat at the mouth of the Columbia river and the Oneonta's radio set, which was disconnected during the war, has been installed again. The tug has an effective sounding radius of 15 to 16 miles, and messages have been received under favorable conditions from points more than 1000 miles distant.

CO-OPERATION IS URGED

Officials Think Restrictions of Ports Should Be Removed.

TACOMA, Wash., March 20.—(Special.)—Tacoma's port plans were inspected today by officials of the Seattle port commission. Co-operation between the Tacoma and Seattle commissions was urged by the visitors. They pointed out that the time is soon coming in the growth of Pacific coast trade when the ports will have to be relieved from financial restrictions which limit their development.

Those in the Seattle party were Commissioners T. S. Lippy and W. S. Lincoln, Port Engineer George F. Nicholson and C. J. Francis, executive secretary of the commission.

PORTLAND DREDGE

River Steamer Likely to Be Again Extensively Used.

NEED BECOMES PRESSING

Shortage of Railroad Equipment and Higher Rates Bring Back Former Traffic Methods.

The national policy to promote, encourage and develop water transportation has found expression in the adoption by congress of the transportation act, and in this legislation the shippers of the territories reached by the Columbia and other rivers of the northwest are hope of a revival of steamboat traffic. What is known as the lower Snake River project at Five Mile rapids, is receiving the consideration of committees representing the business interests of Pasco and Walla Walla counties.

At the present time a soil survey of the lands in the project, jointly by the United States reclamation service and the Washington state reclamation board to determine the character of the soil in the areas under consideration. Meanwhile, the engineering features have been looked into by capable experts and the committee have taken up with proper authorities the question of securing approval of the government for the project.

It embodies in addition to the irrigation features, the benefit to river navigation that would ensue from the proposed dam, as it would improve the navigation of the stream for a stretch now difficult because of rapids, and by means of locks at the dam, steamers would be enabled to pass up and down. There is also the possibility of developing electric power, which could be used for lifting water to higher lands that could be served by gravity flow from the level attained by the dam.

The Walla Walla committee is composed of Dr. S. B. Penrose, chairman; J. G. Kelley, secretary; E. L. Smalley, J. A. McLean, K. Falkenberg and W. Sumner. The Pasco committee is as follows: C. B. Shoemaker, chairman; R. Jahnke, secretary; C. F. Stinson, E. W. Landt, J. Newman and F. L.

Task Will Take Years.

Under the transportation act it is made the duty of the secretary of war, with the object of promoting, encouraging and developing inland waterway transportation facilities, to do whatever may be found necessary to whatever this end. With the certainty of higher rates for water traffic by railroad, the present shortage of equipment and power that cannot be met by the supply of the past years, it is deemed a moral certainty that the streams will again be utilized for a large movement of traffic.

Advocate of river development, believes that the need for craft to move traffic was never more pressing than at the present time. The project of steamboat activities. He is of the opinion that a different type of steamer will be required, one capable of economical handling of freight, and that will avoid the great amount of trucking necessary in handling the cargo.

The Green Star Steamship company has purchased from the United States shipping board a new tugboat, the Green Star, which will be used for the tugboat service on the Columbia river. The purchase gives the company 10 ships owned and operated. Five more ships are being built by the company.

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SEABOARD OFFICIALS TO FACE DEMURRERS TO INDICTMENTS.

Seaboard Officials Lose Demurrers to Indictments.

BLAIN CHARGES PEND

Judge Neterer Takes Under Consideration Remaining Accusations Against Captain.

SEATTLE, Wash., March 20.—H. F. Getrander, Phillips Morrison and C. N. Seaboard, officials of the Seaboard Shipyard company of Tacoma, Wash., must plead to an indictment charging them with conspiring to defraud the government through false claims against the United States shipping board, United States District Judge Jeremiah Neterer decided today when he overruled demurrers entered by defense counsel.

The charge against the three men, brought recently by a federal grand jury investigating alleged frauds in Pacific coast shipyards, alleged they had secured unjustified claims for \$54,000 for charges and alterations in four hulls under construction for the government.

Subpoena for Books Fought.

Petition for writs of habeas corpus and writs of prohibition, Seattle shipbuilders, to produce before a federal grand jury convening Tuesday all books, records and documents pertaining to the construction by that company of vessels for the United States shipping board was filed in federal court here today by attorneys for the company.

The subpoena was served on the company last week at the instance of Judge Neterer, special assistant attorney-general in charge of investigation of alleged shipyard frauds on the Pacific coast. The Seattle company built 12 ships for the shipping board, valued at a total of approximately \$1,000,000.

The demurrer to the subpoena to quash the subpoena was set for Monday. Judge Neterer, earlier in the day, dismissed one of two indictments against Captain Blain, charged with conspiring to defraud the government through false claims against the United States shipping board, and took under advisement decision on a demurrer to the remaining indictment.

Secret Commissions Charged.

The indictments charged him with accepting secret commissions on sales made to the board while he was manager of the shipyard. The charges were made by the same grand jury which dismissed several weeks ago.

The federal grand jury earlier in the year returned a verdict of guilty against Captain Blain, charging him with receiving secret commissions while an officer of the government.

One of the indictments was dismissed several weeks ago.

The demurrer to the third and last indictment has been taken under advisement by Judge Neterer. This indictment is alleged to make virtually the same charges as were made in the indictment thrown out today, except that it does not charge conspiracy.

First Indictment Dismissed.

The first indictment charged that Captain Blain received secret commissions from a private shipyard while head of the fleet corporation in this district. It was dismissed in federal court several weeks ago on motion of Robert C. Saunders, United States district attorney.

At the time the Blain decision was made, the grand jury had made a decision overruling the demurrer to an indictment against Phillips Morrison, H. F. Getrander and C. N. Seaboard, officers of the Seaboard Shipyard company. These men will now be subject to plead an indictment returned by the jury, alleging that they conspired to defraud the United States of approximately \$54,000 through claims made for alterations to four hulls under construction for the government.

Eleven prominent northwest shipbuilders were indicted last January by the federal grand jury, but demurrers were entered by attorneys in the case of the four men only.

Seaboard officers who were indicted in a hull construction case, pleaded not guilty and will go to trial at a time to be decided on later.

Judge Neterer based his decision sustaining the Blain indictment today on the contention presented by Captain Blain's attorneys that he was not a shipbuilder, and that he was not a member of the fleet corporation, and that the court should be informed of the facts so that it may be determined whether they are sufficient in law to sustain a conviction.

Further Action Expected.

The representations referred to are those alleged to have been made by Captain Blain to Admiral Capps, head of the fleet corporation, that he would receive compensations from other sources while an officer of the emergency fleet corporation.

The representations were made, federal officials today that some further action may be taken by the attorney-general in the shipyard cases, when he returns to Seattle next week to incorporate the missing legal phrases in an indictment against Captain Blain.

STEEL STEAMERS ASSIGNED

Vessels to Operate Out of Portland in North China Line.

The shipping board steel steamers West Nevada and West Keats, soon to be completed at Los Angeles, have been assigned to the Columbia-Pacific Shipping company for operation out of Portland in the company's proposed north China line, according to a telegram received yesterday by the local shipping board.

The assignment was made by the division of operations of the emergency fleet corporation, from H. H. Ebbey of San Francisco, assistant director of operations. The West Nevada is to be ready to leave Astoria April 15 and the West Keats April 30.

The steamer, The Angeles, one of the two shipping board steel steamers bearing the definite article as part of her name, was to be ready for delivery at Los Angeles yesterday, according to previous advice, and is expected to arrive in the local harbor this week to begin operation as the first vessel in the new north China line. A full cargo of 4,000 tons of lumber for Shanghai and Takau, Bar, China, has already been booked by the Columbia-Pacific Shipping company.

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