THOUSANDS BEING TRAINED TO MAN MERCHANT MARINE

Government Opens Free Nautical and Engineering Schools to Obtain Men for New Fleets.

WORK IS BIG UNDERTAKING

Men With Former Training on the Seas Are Refitted in Few Months for Officers on Ships.

By Henry Howard
Director of Recruiting Service, United States Shipping Board.

Present construction plans for our merchant marine call for more than 8,000,000 tons of new shipping, to be completed within two years.

The first year of the war was sufficient to show the United States that the process of attrition in the world's supply of tonnage, due to normal war causes, and to the illegal use of the submarine by Germany, was creating a shortage of ships. This shortage became acute when the United States entered the war in April, 1917, thereby adding to the already pressing problem of logistics this country's vast needs of sea transportation for troops and supplies, and the quickened need of sending more and yet more supplies to our allies.

By the time this situation had developed, the nation as a whole understood the urgency of measures long advocated by students of maritime conditions—residents mainly of the seaboard states—for developing our merchant fleets in accordance with the pressing demands of the times. Indeed, steps had been taken in that direction some months before, with the creation of the United States shipping board, by act of congress, in September, 1916.

In the following Winter months the shipping board had been duly organized for business, and when the United States entered the war it was ready to exercise its functions as sponsor for a new nationalized merchant marine.

Men to Man Ships Required

The powers conferred on the board by congress were sufficiently broad to enable it to take sweeping steps toward the desired end. And to insure the accomplishment in a few months or years of war time of what would not and probably could not have been accomplished in generations of peace.

Immediately the country had become a party to the war, suggestions poured in on the shipping board as to ways and means of adding largely and rapidly to the nation's tonnage in merchant ships. One plan early adopted called for the building of 1000 wooden vessels, to carry cargo across the Atlantic and offset, in large measure, the destructiveness of the German submarines. It was with the adoption of this plan that the shipping board took first steps in a construction program, afterward greatly enlarged, intended to produce several million tons of merchant shipping in record time.

Coincident with the sudden awakening of the nation to the vital need for more cargo ships, and the energetic initial steps of the shipping board to produce them, came forward the important question of manning the new merchant marine so soon to come into being. The country as a whole not having been accustomed, in recent times, to think in terms of shipping, appeared doubtful of its ability to produce the mariners needed to handle its new fleets. We were no longer a seagoing people, said the doubtful; we had lost the art of the sailor when the American square rigged ship went out of use as a leader among the world's cargo carriers. Surely, our war need was pressing enough to appeal to the patriotism of Americans with a liking for the sea, but would any considerable numbers come forward for service on merchant ships?

Training System Proposed

These questions reflected a natural condition in the public mind, which as yet was unable to visualize the merchant marine in true perspective as one of the primary arms of the country's new equipment for progress. Relatively few men having knowledge of maritime affairs and a broad view of the trend of events in the world war were able to grasp both the needs of the hour and the means of meeting them, and to take an optimistic view of our country's ability effectively to turn back to the sea, where it won its first laurels in commerce. Such men there were, however, in the United States shipping board, as I learned on approaching that body with a plan for manning our new merchant fleets.

"It had been my good fortune to be reared in a New England community in which shipping was a subject of common knowledge, and to have made some study of cause and effect in the condition of our merchant marine as it was at the opening of the war. By the time the United States cast its lot with the allies I had formulated a plan for manning the new ships that we must build to win, and when congress declared that a state of war existed I laid my plan before the shipping board.

"It provided, in brief, for a training system to prepare Americans for service on American merchant ships, the work to begin with the training of officers and eventually to extend to the training of crews. I pointed out to the board that there were many thousand fishermen on our coasts—there being not less than 100,000 on the Atlantic and Gulf seaboards alone—among whom could be found excellent material for merchant officers and sailors.

Free Navigation Schools Open

Furthermore, former sailors were to be found in almost all the states, engaged in various occupations. Among them were former captains and mates of sailing vessels and not a few former officers of merchant steamers. There were also many marine engineers working ashore and other engineers who could be prepared in a short course of special training for service at sea.

By establishing free schools in navigation at important ports, and free classes in marine engineering at some of the technical colleges, I proposed to train enough men of the types indicated to meet the forthcoming increased demand for American deck and engine room officers for the new American cargo ships. I proposed reaching the men needed by statements in the press of the opportunities thus offered them for patriotic service and a chance for advancement in positions that would be as numerous after peace returned as during the war.

On May 29, 1917, I was authorized by the shipping board to inaugurate the training plan, and on June 1 was sworn in as director of recruiting service for the board. Three days later the first free navigation school to be conducted under the direction of the United States shipping board was opened, with 20 students, at the students' astronomical laboratory, Harvard university, kindly loaned for the purpose by the college faculty. Later this school was transferred to the Massachusetts Institute of Technology, where it has since been maintained.

The work of organizing additional schools went on through succeeding months, until 41 in all were established on the Atlantic, Gulf and Pacific coasts and the Great Lakes. The response of men qualified to enter the schools was quick and gratifying as to numbers, and notwithstanding that no man was accepted as a student who had not served two years on a deep-water vessel, the percentage of men who qualified for admission, out of the total number of applicants called for preliminary examination, was large. Many of the applicants, actuated by patriotism, expressed a willingness to leave lucrative positions ashore in order to fit themselves for service in the merchant marine in war time. Others frankly hailed with delight an opportunity to get back to the sea, which they had left because of unpromising conditions in the decade preceding the opening of the great war.

National headquarters of the new training service were established at Boston, where a floor in the Boston custom house was set apart for its use by the treasury department. For administrative purposes in establishing and maintaining the schools the country was divided into sections.

Direction of instruction in the navigation schools was placed in the hands of Professor Alfred E. Burton, dean of the Massachusetts Institute of Technology. He selected his instructors from among men of practical training, astronomers, explorers and former sea captains being among them, with recognized standing as teachers.

The system of instruction perfected for the schools was in accordance with the most approved methods of teaching navigation. It was therefore possible to impart to a student in six weeks' study a groundwork of the theory and practice of navigation to enable him to pass the examinations of the United States steamboat-inspection service.

Engineering Schools Also Open

The development of the engineering schools was contemporaneous with that of the schools in navigation. The training of engineers was placed in the hands of Professor Edward F. Miller of the Massachusetts Institute of Technology.

The course in the engineering schools is of one month's duration. The qualifications for admission to these schools differ slightly from those required for admission to the navigation schools, as men with proper technical experience are admitted who may require as much as six months' added training at sea before becoming eligible for licenses.

As a necessary adjunct to its training service for officers, the recruiting service in July, 1917, established a department whose functions are indicated by its title, the sea service bureau. Graduates of the schools were placed on board ship by this department.

Representatives of the sea service bureau were established in various important ports, and the bureau exercised increasingly broadened functions in placing American officers, and also crews, as the demand for them increased with the launching of increased numbers of merchant ships.

By the autumn of 1917 the construction program of the United States shipping board, by which considerably more than 1000 new ships will be commissioned under our flag, had advanced sufficiently to warrant the development of the second phase of the training plan originally submitted to the board for manning the new merchant marine—namely, the training of crews.

Much thought was given by the recruiting service staff to working out a system of intensive training for crews by the use of a squadron of training ships. In December the shipping board approved the resulting detailed plans, and on December 12, 1917, announcement was made in the press that the recruiting service was prepared to receive applications from young Americans between 21 and 30 who wished to be trained for service on merchant ships as sailors, firemen, coal passers, oilers, water tenders, cooks and stewards.

Training Squadron Formed

The number of men required for this branch of the training service was at first estimated to be 85,000, but events subsequently led to a modification of this figure. The transportation of an immense American army to France, and of its supplies, called for the taking of a great many ships from the merchant marine. The need of arming all ships entering European waters with naval guns led to a proposal that all ships crossing the submarine zone be manned by the navy. After several conferences on this point between officials of the navy department, the war department—then operating the troop ships—and the shipping board, a decision was reached by which control of troop ships, animal transports and freighters carrying unbroken cargoes of munitions and supplies for military uses were placed in control of the navy, to be manned by naval crews, while Atlantic passenger liners, freighters with general cargoes for our allies, and all merchantmen plying outside the war zone, were left in the control of the shipping board.

For the training squadron two steel screw steamers were at once secured, the Calvin Austin and Gov. Dingley, twin ships, formerly in the passenger trade on the New England coast, each being of 3800 tons gross register, 299 feet long and 60 feet wide, with reciprocating engines and 2700 indicated horsepower.

While these two ships were being filled, a third was being fitted out at Newport News. This was the transport Meade, a graceful old Atlantic liner. Later a fourth ship, the Gov. Cobb, of the type of the two first named, was put into the training squadron, and a little later a fifth ship, the Iris, was added to the fleet. She is stationed at San Francisco and will go on her first cruise soon.

The training course is of an intensive character. There is an instructor to each 10 apprentices, and he is held responsible for the progress of his group.

When the apprentices have finished their intensive training they are added to regular crews in the merchant marine, on a given ratio to the experienced men carried.

The young men accepted for training by the shipping board recruiting service are placed on pay at $30 a month for their period of training and are exempt from military service so long as they remain in the merchant marine, either as apprentices or as members of regular crews.

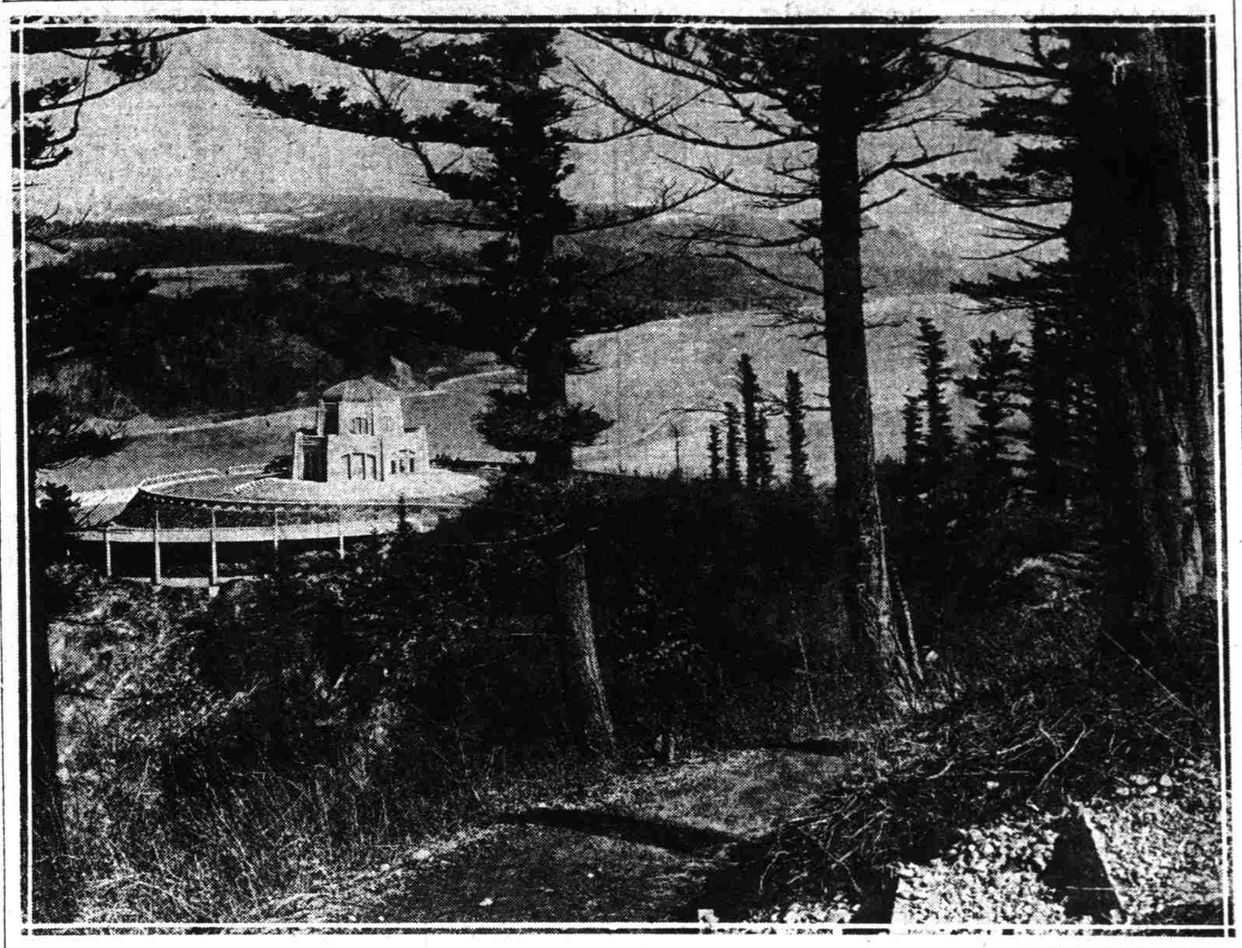
One of the free nautical schools is located at Portland. It is on the third floor of the P. R., L. & P. building at First and Alder streets. The free engineering school for the Northwest is located at the University of Washington at Seattle. Applicants for entrance should apply to the steam vessel inspectors.

Tobacco Habit Easily Conquered

A New Yorker of wide experience has written a book telling how the tobacco or snuff habit may be easily and completely banished in three days with delightful benefit. The author, Edward J. Woods, WA-314, Station F, New York City, will mail this book free on request.

The health improves wonderfully after the nicotine poison is out of the system. Calmness, tranquil sleep, clear eyes, normal appetite, good digestion, manly vigor, strong memory and a general gain in efficiency are among the many benefits reported. Get rid of that nervous feeling; no more need of pipe, cigar, cigarette, snuff or chewing tobacco to pacify morbid desire. (Adv.)

CROWN POINT ON THE COLUMBIA RIVER HIGHWAY



—Photo by Gifford & Prentiss.

New photograph of Crown Point showing recently completed Vista House, to be dedicated May 5, with Columbia river gorge in the background.

News of the Port

Arrivals April 20

J. A. Chanslor, American steamer, from Port San Luis; oil.

Rose City, American steamer, from San Francisco and San Pedro; general.

Martha Buehner, American steamer, from San Pedro; ballast.

W. F. Harrin, American steamer, from Gaviota; oil.

Departures April 20

Levi G. Burgess, American bark, for Nushagak; general.

J. A. Chanslor, American steamer, for Port San Luis; ballast.

MARINE ALMANAC

Weather at River's Mouth

North Head, April 20.—Conditions at the mouth of the river at 5 p. m.: Wind, northwest, 16 miles; sea, smooth.

Sun Record for April 22

Sun rises..6:12 a. m. Sun sets...8:07 p. m.

Tides at Astoria Monday

High Water	Low Water
11:38 a. m..6.0 feet	5:57 a. m..1.5 feet
11:52 p. m..8.0 feet	6:00 p. m..1.7 feet

DAILY RIVER READINGS

8:00 a. m., 120th Meridian Time.

STATIONS	Flood Stage	Height in feet	Rainfall past 24 hours.	Change in last 24 hours.
Lewiston	22	7.0	0	0.00
Umatilla	25	8.4	—0.2	0.00
Eugene	10	4.1	—0.2	0.00
Albany	20	4.2	—0.2	0.00
Salem	20	3.6	—0.2	0.00
Oregon City	12	4.7	—0.2	0.00
Portland	15	7.8	—0.2	0.00

(—) Falling.

RIVER FORECAST

The Willamette river at Portland will fall slowly Sunday and Monday and remain nearly stationary Tuesday.

AT NEIGHBORING PORTS

Astoria, April 20.—Arrived at 8:30 and left up at 9:50 a. m., steamer Martha Buehner, from San Pedro. Arrived at 2 and left up at 6 a. m., steamer Rose City, from San Francisco and San Pedro. Arrived at 7:30 a. m., and left up at 1 p. m., steamer W. F. Herrin, from Gaviota.

Astoria, April 19.—Left up at 5:10 p. m., steamer J. A. Chanslor, from San Luis. Sailed at 4:30 p. m., steamer Tamalpais, for San Pedro. Sailed at 9 p. m., steamer Tiverton, for San Pedro.

San Pedro, April 20. — Arrived, steamer Beaver, from Portland.

Marshfield, Or., April 19. — Arrived: Lindauer, from San Francisco, at 5:30 a. m.; gasoline schooner Rustler, from Waldport, at 6:30 a. m.; Johanna Smith, in tow of tug Samson, from Bay Point, at 2:30 p. m.

Los Angeles, April 20.—Arrived—Bee from Eureka, 11 a. m.; Beaver, Portland, 11 a. m.

Sailed—Necanicum for San Francisco, 1:30 p. m.; Solano, Raymond, 3 p. m.; Shasta, Portland, 4 p. m.; Daisy Putnam, Portland, 6 p. m.

Port Townsend, April 20.—Arrived—Selkirk from Boat Harbor, B. C., 8 a. m.; Wilmington from San Pedro, for Tacoma, p. m., then proceeded.

Sailed—Louise Nielsen for Seattle and Tacoma, 8 a. m.

Seattle, April 20.—Sailed—Cordova for Herendeen bay; Bering sea, 6 p. m.; motorship Apex on trial cruise, 2 p. m.

Arrived—Portland, from Juneau, 4 p. m.; Thordia from Singapore, 11 a. m.; Fushima Maru from Tacoma, 8 a. m.; motorship Apex from trial cruise, no time; schooner John A. from Poulsbo, 5 p. m.

Everett, April 20.—Sailed—Multnomah for San Francisco.

Ketchikan, April 20.—Sailed—Jefferson and Princess Sophia for Skagway, 3 a. m.; Santa Ana for Juneau, 1 a. m.; Despatch for Seattle, 10 a. m.

Valdez, April 20.—Sailed—Admiral Watson for Seattle.

Juneau, April 20.—Sailed—Northwestern for Anchorage, 6 a. m.

San Francisco, April 20.—Arrived—Elizabeth from Bandon, 1:20 a. m.; Asuncion, from Port Angeles, 1:20 a. m.; Whittier, from Port San Luis, 7:20 a. m.; Coquille River, from Fort Bragg, 7:30 a. m.; Washington, from Eureka, 7:50 a. m.; tug Sea Eagle, from Port San Luis with barge Simla in tow, 2:35 p. m.; tug Tyee from Marshfield with barge C. A. Smith in tow, 4:15 p. m.; Richmond, from Seattle, with barge 95 in tow, 6:45 p. m; J. A. Moffitt, from Port Angeles, 5:50 p. m.

Sailed—Aurelia from Eureka, 6:35 p. m.; Newburg Casper, 7:20 p. m.; tug Fearless, from Port San Luis with barge Fullerton in tow, 8:05 a. m; Admiral Schley, Los Angeles and San Diego, 12:20 p. m.; Governor, Seattle and Vancouver, 2:25 p. m.; Providencia for Puget Sound Ports, 8 p. m.

Goes to Philadelphia

Oregon Agricultural College, Corvallis, April 20.—Professor Milo Daughters, formerly assistant professor in organic chemistry, left Tuesday for the Mellon Institute of Industrial Research of Pittsburg, Pa., where he has accepted a fellowship to investigate certain food problems for Secretary Baker, along the line of bread materials.

SHIPPING BOARD QUERY SURPRISE TO SHIPBUILDERS

Transformation of Wood Shipyards Into Steel Ship Plants Would Involve Expense.

A special dispatch to The Journal Saturday from Washington, stating that a suggestion has reached Senator McNary from a high shipping board official that the transformation of wood shipyards into steel yards is desirable and requesting an opinion as to whether the shipbuilders in the Oregon district can turn to building steel ships, comes as a complete surprise to Oregon shipbuilders.

But in reviewing past developments involving the shipping board, it is shown that steel ships have been favored more or less all along by shipping board officials on the claim that they give greater efficiency and are better adapted for the purpose in hand, being capable of greater speed than wooden vessels.

With but few exceptions, if any at all, it would be totally impracticable to convert wood shipyards in the Oregon district into steel shipyards. In cases where it might be done, considerable cost and time would be involved.

Not Room in Most Yards

Such is the sentiment expressed by builders.

First, the wood shipyards in this district, they point out, were laid down for that special purpose. The ways and equipment are for wood construction and everything else has been established to that end. Secondly, there is not sufficient room in the average wood yard for the accommodation of buildings and equipment for the handling of steel.

The general plan of a wood shipyard, it is admitted, is not unlike that of a steel yard, and in some cases the conversion could be made, but would mean such a big additional outlay that any proposition to this end is most impractical, especially at this time when there is such need for haste.

The matter of financing such a sweeping change would be another big question, it is declared.

One Yard So Planned

There are cases, however, where wood shipyards in the Oregon district were laid out with the idea of ultimate conversion. One case in particular is that of the Oceanic Shipbuilding company at Milwaukie. Work of establishing this plant was begun some time ago, but is yet in the early stages, owing to the inability of the company to secure contracts, either from the government or private interests. The inability to secure contracts for private account is due to the shipping board's policy of refusing permission for such work with assurance that the contracts will not be commandeered.

Representatives of this company have been in Washington for some time in an effort to close for business one way or the other.

There are various other phases to the suggestion which has come to Senator McNary. One involves the spirit and faith with which Oregon shipbuilders have established their plants on the assurance that there would be sufficient business. Millions of dollars have been put into the plans, all being built on a substantial, permanent basis.

Logical Question Asked

Another phase is presented in the question asked by one shipbuilder:

"Suppose we do convert our yards, will there be enough business to warrant the change and will we receive all the material we need without delay?"

In asking this question, the builder laid stress on the fact that practically all such material must come from the East, involving considerable shipping facilities and considerable expense in freight charges.

Diametrically opposite to the points involved in the steel plan is the fact that this district is the logical wooden shipbuilding center by virtue of having all the material necessary right on the ground.

This fact is put forth with stress by Oregon shipbuilders in supporting the wood ship industry as part of the government's program. They also protest any claims that the wood ship is a failure, setting forth records established and what is being done in their construction.

Suggestion Was Surprise

Chamber of Commerce officials were surprised to learn of the suggestion as coming to Senator McNary. They say they had received no inkling of it, having the understanding that the regular wood program would be carried through as set forth.

However, as the news comes from Washington, it is only a suggestion. It is presumed that Senator McNary will immediately gather data and render an opinion.

It has been known for some time that the shipping board was considering the matter of increasing the size of wooden ships contracted in the future. This took definite form, it was indicated, when all assistant district officers were called to Washington for a conference. The call, it is understood, stated that important changes of policy were to be considered.

Oregon Builders Complacent

J. W. Hall, assistant to Lloyd J. Wentworth, head of the wood shipbuilding in the Oregon district for the emergency fleet corporation, left for Washington this morning.

The new plans, it is understood call for the construction of vessels of 9900 deadweight tons capacity. All work under way at present, it is said, will be completed. The new vessels will not require any radical changes in the shipyards, and there would be no delay in awarding the new contracts, it is declared.

Further word from Washington Saturday was to the effect that all Ferris type vessels under contract but not started would be cancelled. If this is so, it means that only four or five contracts would be cancelled in Oregon yards, as only four yards in this district hold such contracts and work is underway on all but that number. Should contracts for other small wooden carriers also be cancelled, the difference would be greater, but since the shipping board has announced that all cancelled contracts will be replaced by contracts calling for the larger carriers, Oregon builders feel they have no room to worry on this particular score.

SHIPYARD EMPLOYES ENJOY AMUSEMENTS

The entertainment committee of The Foundation club, an organization composed of employes of the Foundation company, has completed arrangements for the first annual picnic of the club, to be held Wednesday, May 8, at Council Crest park.

For this day the entire park will be turned over to the club, and special blanket tickets will be honored any number of times, at every concession on the hill except the shooting gallery, refreshment stands and roly-poly game. These tickets are being sold by members of the Foundation club at 50c each, and the net proceeds will be used for the benefit of the club.

Eugene Cioffi, the club's musical director, is arranging for a real jazz program for dancing in the big pavilion afternoon and evening.

The organization of a choral club, composed of members of the force at the Grant Smith-Porter Ship company's plant at St. Johns, was perfected at a meeting Wednesday evening at the Multnomah hotel, attended by a large number of men from the plant.

Officers elected are as follows: Arthur Hines, president; Charles Mallot, vice president; David C. Ramseyer, secretary; F. E. Griffith, treasurer; H. W. Smith, director and librarian.

A unique feature of the trial trip of the full motorship Mount Hood, product of the Supple & Ballin Shipbuilders corporation, last Wednesday, was the presence aboard of the yard's band.

As the vessel pulled away from the dock the "Star Spangled Banner" was played and throughout the trip patriotic music was rendered.

Guests of the occasion included representatives of the owners, builders, members of their families, and other officials, including members of the port and dock commission.

Three women are being employed in the oakum department of the Vancouver yard of the G. M. Standifer Construction corporation. Their duty is to roll and prepare the oakum for caulking. Thus is woman aiding in the actual construction of ships for Uncle Sam.

The band of that yard is reputed to be one of the best among the shipyards of the Oregon district, and this is saying a good deal, for practically every yard has a band.

An inspiring sight at the plant of the Foundation company in North Portland is afforded by two huge flagstaffs, one flying the Stars and Stripes and the other the tri-color of France. This plant is building 20 steam auxiliary schooners for the French government. Four have already been launched.

Progress in the construction of the steel shipyard of the G. M. Standifer Construction corporation at Vancouver is continuing at a surprising gait. Work on the ways is considerably more than half done. Work is also well along on the big punch shed, which is to occupy four acres. At the present rate fabrication of material for the construction of the 10 steel steamers of 9500 tons deadweight capacity for which the plant has government contracts, will be begun by June 1.

Employes of the Northwest Steel company will have a big entertainment and dance on April 23 in the W. O. W. hall. On the program will be musical and vaudeville numbers, all to be contributed by the employes. This program will be from 8 to 9 p. m. From 9, to 10 p. m there will be a social hour with games and contests for both ladies and gentlemen. At 10 p. m. the floor will be cleared for dancing.

To celebrate the end of the Liberty loan campaign among the employes and to raise money to buy uniforms for the members of the yard's band, the Grant Smith-Porter Ship company has engaged practically every social accommodation of the Multnomah hotel for a big dance next Tuesday night. It is expected that between 3000 and 4000 will attend. A committee of 100 workmen has been appointed to make the arrangements.

The patronesses will be Miss M. Isabelle Smith, Mrs. Andrew R. Porter, Mrs. P. N. Carlson and Mrs. George E. Teufel. Wives of the foremen will assist in caring for the guests. The floor committee will be composed of the following: Miss Agnes Jones, Miss Wyola Pew, Mrs. Harry Peck, Miss Olive Clark and Miss Alice Royer. They will be assisted by the committee of 100.

Skinner & Eddy Claim Record

Seattle, Wash., April 20.—(U. P.)—The steel shipbuilding record again belonged to the Skinner & Eddy plant here tonight, after having been captured a few weeks ago by the Columbia Shipbuilding corporation.

The Skinner & Eddy plant today launched the 8800 ton steel steamer West Lianga 55 days after laying the keel. Tonight workmen are engaged on the installation of the power plant and promise to have the vessel ready for service in 16 days.

'Most American City' Claim of St. Louis

St. Louis, April 20.—(U. P.)—St. Louis has a smaller per centage of German born residents than many other large cities of the United States, despite a prevailing opinion to the contrary, according to statistics compiled by the chamber of commerce.

Instead of "the most German city" in America the chamber of commerce calls it "the most American city in the country."

According to the figures St. Louis foreign born comprise only 18 per cent of the population as compared with 33 per cent in Detroit; 34 in Cleveland, 35 in Chicago and 35 in Boston.

The percentage of German born in St. Louis is 6.9, Chicago 8, Cleveland 7, Detroit 8, Milwaukee 17, Buffalo 10 and Cincinnati 7.

Air brushes driven by electric power paint or varnish furniture three times as rapidly as the work can be done by hand.

THREE VESSELS ARE LAUNCHED IN SINGLE DAY

Western Chief, Steel Steamer, Tenth Ship Put in Water by the Northwest Steel Company.

WOODEN HULLS ARE DIPPED

Peninsula Shipbuilding Co. and Grant Smith-Porter Yards Have Launchings.

Three vessels, each going into the water a few hours apart, was Saturday's contribution of shipyards at Portland to Uncle Sam's Liberty fleet. Thus was added in one clip 16,300 more deadweight tons to the freedom pan of the scales measuring the great war.

One of the vessels was an 8800 ton steel cargo carrier, while the other two were wooden of 4000 and 3500 deadweight tons' capacity.

The steel vessel was launched by the Northwest Steel company at 4:15 Saturday afternoon. Virginia Insley, 7-year-old daughter of Mort Insley, secretary of the Willamette Iron & Steel works, was the sponsor. The vessel was christened the Western Chief.

While on the ways the Western Chief was known as hull No. 10, which means that it is the tenth such vessel turned out by the plant.

The 4000 ton wooden carrier was launched at 3 o'clock at the Peninsula Shipbuilding company and was christened the Anoka by Miss Belle Garnich, daughter of Emil Garnich of Ashland, Wis., an old friend of President F. C. Knapp of the Peninsula company. The Anoka was to have been launched last Tuesday but a delay was encountered.

The Anoka is the third such vessel turned out by the Peninsula company, the others being the Bell Brook and Clackamas.

Wakan is the name of the third vessel launched during the day. This event was unique in that it took place after dark, being between 9:30 and 10 o'clock Saturday night. It is the first launching to be held at such an hour at Portland. Delay in fitting a portion of the gear was responsible, otherwise the event would have been in the afternoon.

The vessel was launched at the plant of the Grant Smith-Porter Ship company. Mrs. Andrew R. Porter, wife of one of the officials of the company, was the sponsor.

The hull of the Wakan was built in 51 working days. This is claimed as a world's record for construction of a wooden hull of that type. The vessel, when completed, will have a capacity of 3500 deadweight tonnage.

The Wakan is the ninth government vessel launched by that company and the second this week. The Dumaru was sent down the ways last Wednesday.

The record for launchings maintained by the Grant Smith company is unexcelled. The average has been practically one a week since February 17, when the first hull was launched.

WESTGATE ON TRIAL TRIP

New Steamer Will Take Short Spin Off River's Mouth.

On her trial trip, the steamer Westgate left down at 6 p. m. Saturday. She will follow the route taken by other vessels of her type, which is down the river and outside for a few hours' run. Speed and endurance tests will be given.

The Westgate is one of the 8800-tonners built by the Columbia River Shipbuilding corporation. She has been delayed four days as a result of the longshoremen's wage question. Difficulty was encountered in securing men to load sufficient cargo for ballast.

After the trial spin the Westgate will return to complete loading.

The steamer Westshore is due to sail on her maiden voyage some time today.

New Shipyard Publication

Over the Top is the name of another shipyard paper which appeared last week. It is published by the employes of the G. M. Standifer Construction corporation's Vancouver and North Portland wood shipyards. The first issue is dated April 19. It is a breezy 12-page paper on the magazine style and contains articles of personal and general interest to the shipworkers. A cartoon on the cover depicts the Standifer employes going over the top with ships and a $310,000 Liberty bond subscription.

Weather Forecasts

Portland and vicinity: Sunday fair, moderate northwesterly winds.

Oregon and Washington: Sunday fair, moderate northwesterly winds.

EDWARD L. WELLS, Meteorologist.

Observations

Station	Max. Temperature	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	66	..	..	NE	Clear
Boise	70	0	..	W	Clear
Boston	44	..	8	SW	Rain
Calgary	76	6	14	NW	Pt. Cloudy
Chicago	40	.34	16	NE	Rain
Denver	46	0	12	N	Cloudy
Des Moines	38	.32	6	N	Snow
Eureka	68	0	..	NW	Clear
Galveston	66	0	14	NW	Pt. Cloudy
Helena	64	0	..	E	Clear
Juneau	..	.16	..	SW	Cloudy
Kansas City	36	.18	14	N	Snow
Los Angeles	84	0	..	SW	Clear
Marshfield	80	0	..	NW	Clear
Medford	84	0	..	N	Clear
Minneapolis	52	0	18	NE	Cloudy
New Orleans	64	.02	6	NW	Pt. Cloudy
New York	46	.01	12	NE	Cloudy
N. Head	64	0	16	N	Clear
N. Yakima	84	0	..	S	Clear
Phoenix	76	0	..	E	Clear
Pocatello	56	0	..	SW	Clear
Portland	82	0	..	N	Clear
Roseburg	84	0	..	NW	Clear
Sacramento	84	0	..	SE	Clear
St. Louis	42	.66	12	SW	Rain
Salt Lake	52	0	12	NW	Clear
San Diego	84	0	14	NW	Pt. Cloudy
San Fran	80	0	14	W	Clear
Seattle	72	0	10	NW	Clear
*Sitka	44	0	10	SW	Cloudy
Spokane	74	0	10	W	Clear
Tacoma	72	0	10	N	Clear
Tatoosh Is.	66	0	10	W	Clear
†Valdez	..	.16	..	N	Snow
Walla Walla	78	0	..	W	Clear
Washington	48	.52	12	NE	Rain
Winnipeg	62	0	12	SW	Clear

† a. m. today.
* p. m. report of preceding day.

Local Data

Portland, Or., April 20.—Maximum temperature 82 degrees. Minimum temperature, 51 degrees. River reading, 8 a. m., 7.8 feet. Change of last 24 hours—0.2 foot. Total rainfall (5 p. m. to 5 p. m.), 0 inches. Total rainfall since September 1, 1917, 36.57 inches. Normal rainfall since September 1, 38.89 inches. Deficiency of rainfall since September 1, 1917, 2.32 inches. Sunrise, 6:16 a. m. Sunset, 8:04 p. m. Total sunshine, 13 hours, 48 minutes. Possible sunshine, 13 hours, 48 minutes. Moonrise 2:55 p. m. Moonset 3:40 a. m. Barometer (reduced sea level) 5 p. m., 30.06 inches. Relative humidity at noon 3.9 per cent.

Pendleton Round-Up Star Dies in Battle

Dell Blancett Killed in Action on Western Front March 30—Had Been in France But Few Weeks.

Pendleton, Or., April 20.—Dell Blancett, famous all around cowboy and one of the best known frontier show performers of the West, was killed in action on the western front on March 30, according to a telegram received here this morning by the American National bank, from the director of records at Ottawa, Canada.

Blancett was with the Canadian mounted service and had been in France only a few weeks. Blancett, who since the earliest day of the Pendleton Round-Up has made this city his headquarters, was one of the organizers of the Pendleton company of cowboy cavalry, and was first to enlist. However, he was later rejected for physical disability and left immediately for Canada where he was accepted in the mounted service.

Only recently a letter was received from him written at London while en route to France.

Bertha Blancett, his wife, who is champion cowgirl rider of the world, makes her home here, but is temporarily out of the city.

BURBANK POTATOES OFFERED FOR SEED TO WAR GARDENERS

400 Sacks Free on Condition That Equal Amount Be Returned From Crop.

Four hundred sacks of Burbank seed potatoes are offered by the Patriotic Conservation league to war gardeners for free planting, on the single condition that an equal amount be returned from the crop. The "spuds" were placed at the disposal of the league by a patriotic citizen who feels that a large acreage will prove of prime importance to the food resources of the city. Application for the seed potatoes should be made to the league, 728 Corbett building, Main 4170.

More out-of-town acreage is urgently needed by the league for distribution to hundreds of applicants. Every piece of land thus far offered for free war garden use has been eagerly taken. In many instances, where the land is not cultivated or leased by the owners this season, its free use by war gardeners will be of great benefit to the property, keeping down weeds and preventing deterioration.

City war gardens may yet be had in any number in the Laurelhurst district, many of the lots having been under cultivation last year. Application should be made to Paul C. Murphy, 270½ Stark street.

Italy prohibits mills producing wheat flour for bread in which less than 80 per cent of the grain is used.

The prevention of PYORRHEA (Riggs' Disease) and the correction of pyorrhetic conditions are the two dominating features of the present nation-wide oral health movement.

PYORRHOCIDE POWDER (Antiseptic)

a remedial, medicated oral prophylactic is prescribed by dentists as an auxiliary in pyorrhea prevention and treatment. Used like a dentifrice, it aids in repairing SORE, BLEEDING, SPONGY, RECEDING GUMS—it removes the bacterial plaques which harbor the germs of pyorrhea and decay. It removes the daily salivary accretions which form the calcic deposits (tartar) on the roots of the teeth—this calcic deposit is the principal cause of painful gums, pus pockets, loose teeth and

PYORRHEA

"FREE"—our educational booklet on pyorrhea—or send six cents in stamps for booklet and sample of Pyorrhocide Powder.

Sold by druggists and dental supply houses.

Price $1.00—Package contains six months' supply.

The Dentinol and Pyorrhocide Co.
1460 Broadway, New York City

"BEST EVER" BALMWORT KIDNEY TABLETS

Mr. Chas. Atwell, 288 N. Champion ave., Columbus, Ohio, writes: "I find that Balmwort Kidney Tablets are the best that I have ever used for Kidney and Bladder trouble. I am sure that they will cure me," etc. Mrs. M. J. Mader, 109 W. Abriendo st., Pueblo, Colo., writes: "I have used Balmwort Kidney Tablets and find them highly satisfactory." If weakness, rheumatic pains, "blues," affect you, try the immediate benefits of taking Balmwort Tablets. All druggists sell them.

Rheumatism

A Home Cure Given By One Who Had It

In the spring of 1892 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted, and even bedridden with Rheumatism, and it effected a cure in every case.

I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to try. After you have used it and it has proven itself to be that long-looked-for means of curing your rheumatism, you may send the price of it, one dollar, but understand, I do not want your money unless you are perfectly satisfied to send it. Isn't that fair? Why suffer any longer when positive relief is thus offered you free? Don't delay. Write today.

Mark H. Jackson, No. 161D, Gurney Bldg., Syracuse, N. Y.