

LAST SHIP TO BE BUILT IN ERA IS SENT INTO WATER

Acarman, Posthumous Baby in Program Which Helped to Win War, Launched at St. Johns.

VESSEL IS LAST ONE OF 32

Scene in Contrast to Stirring Days During World Conflict; Greeters Present at Ceremony.

By Claude Simpson. Launching of the wooden hull Acarman at the plant of the Grant Smith-Porter ship company at St. Johns Thursday brought to an end an era of shipbuilding activities at the Portland yard which has proved one of the notable features of the country's response to the war call for a "bridge of ships" across the Atlantic.

Although the Acarman is a posthumous child so far as the actual war is concerned, nevertheless her name is written in the archives of the nation as being one of the progeny of the stirring times when men dared to do and die in the fight for democracy.

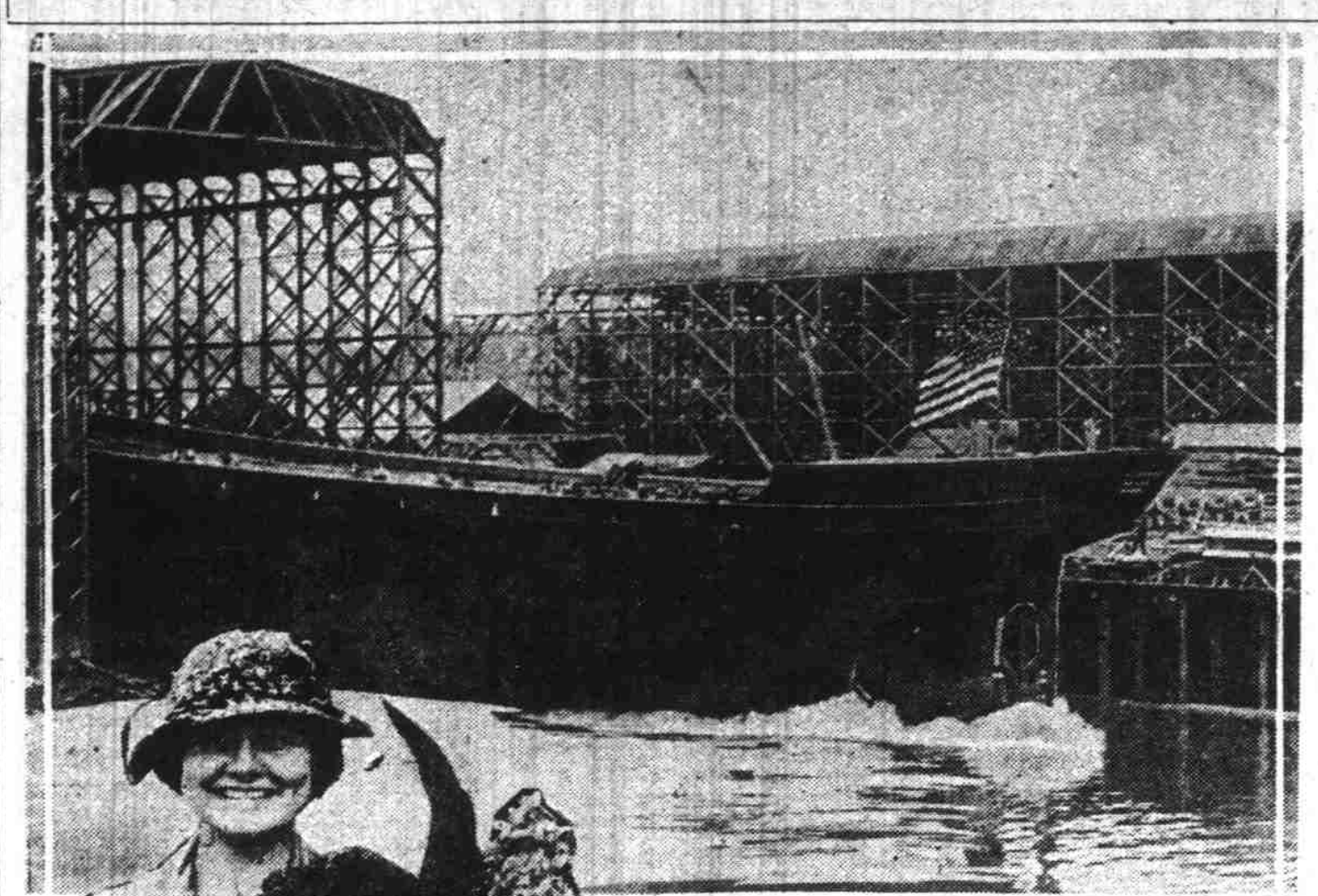
The Acarman came too late to participate in the meatloaf of maritime activities in which some of her sister ships were thrown in the earlier stages of the shipbuilding program.

Technically, the vessel is a barge, but not a plain barge. The original design of the ship was followed out in the construction so far as the main features are concerned, but the marine surgeons have eliminated the heart and lungs of the ship. Thus, minus engines and boilers, the vessel will take her place in whatever station in life duty shall call her. She is one of the dignified Ferris type ships, however, and her birth certificate is evidence of her class.

The scene accompanying the launching of the Acarman was in marked contrast with the stirring days at the Grant Smith-Porter yard when eight ways were all occupied and thousands of sturdy workmen were on the job day and night. The launching would not have attracted particular attention had not a delegation of the Greeters been there to enjoy it. Headed by Leonard Hicks, president of the organization, the hotel men descended on the yard a few minutes before the "kickoff." Mr. Hicks, who hails from Chicago, where he is owner of the Grant hotel, is used to big things, but the launching Thursday was one of the pleasurable incidents of his Far Western trip.

Mrs. Rupert Hauser of St. Paul, Minn., wife of Captain Hauser and daughter-in-law of Eric V. Hauser, general manager

LAUNCHING ENDS BUILDING PROGRAM AT YARD



Launching scene at the plant of the Grant Smith-Porter Ship company, St. Johns, when the hull Acarman, a Ferris type vessel, was given her initial dip, thus ending active building operations at the yard. The sponsor is Mrs. Rupert Hauser, wife of Captain Hauser, who recently returned from overseas, and daughter-in-law of Eric V. Hauser, general manager of the wooden shipbuilding plant.

of the shipbuilding plant, performed the honors of sponsor. The ship guided gracefully into the Willamette with the Stars and Stripes waving a salute from her bow. Eric Hauser witnessed the launching.

Newspaper men were taken to and from the plant in an automobile furnished by Mr. Hauser, in accordance with his usual custom in connection with all launchings at the yard. Mrs. Hauser, the sponsor, was presented with a fine silk umbrella in behalf of the management. The Acarman was the thirty-second hull launched at the Grant Smith-Porter yard, and on June 21 last 25 steamers built by the plant had been delivered to the government. The output record since the first launching, February 17, 1918, exceeds that of any wooden shipyard in the United States.

BARKENTINES WILL BE BUILT

Grays Harbor Motorship Company Lays Keels for Two Vessels.

Aberdeen, Wash., June 27.—Keels for two five-masted barkentines of the Ward type have been laid at the Grays Harbor Motorship yard and framing of one is in progress. The vessels are being built on the company's own account and will carry lumber between Grays Harbor and the United Kingdom.

The first will be launched about October 1. Several hundred men will be added to the force. The Motorship yard will be continued, it is announced, as long as contracts for wooden vessels can be secured. Each ship will be 250 feet long and built after a design drafted by Manager M. B. Ward. Each ship will be arranged so that engines may be installed if later desired. If larger vessels are not secured to keep the local yard busy the company will endeavor to secure contracts for the building of tug boats of 500 tons or more registry.

Foldat Succeeded Orslund San Francisco, June 27.—(U. N. S.)—J. Foldat has replaced C. C. Orslund as master of the steamer Wapama.

News of the Port

Departures June 27. Daniel Kern, American tug, for Victoria, tonnage 39. No. 39, American barge, for Victoria, B. C. bolers. Wapama, American steamer, for San Pedro and San Francisco, passengers and lumber.

MARINE ALMANAC Weather at River's Mouth North Head, June 27.—Conditions at the

Advertisement for Nuxated Iron, highlighting its benefits for strength and health.

Increases strength of delicate, nervous, run-down people in two weeks' time in many instances. Used and highly endorsed by former United States Senators and Members of Congress, well-known physicians and former Public Health officials. Ask your doctor or druggist about it.

Advertisement for STEEL, REVOLVING IN BUDAPEST DECLARED DEFEATED, and NORTHWEST BRIDGE & IRON CO.

into battalions for the purpose of marching on Budapest. The plan worked perfectly until the time came for the peasants to act. The railroad men brought everything abruptly to a standstill with a hitch, but the peasants, through indolence and individual selfishness, were not able to act. A few spasmodic disturbances were easily quelled in detail by the Reds.

UNIONS OPPOSE REDS The action of the Southern railroad men was only the climax of a movement begun some time ago. The older unions, and the railroad men have one of the oldest unions, have never been with the Bolsheviks and are working with the peasants in an effort to starve Budapest into revolt. At the same time other unions were agitating in the city and suburbs. The newspapers were entirely in the hands of the communists so that there was no opportunity for making a direct appeal to the workmen. However, by means of type-written sheets pasted on factory walls the union men managed to stir up a little attention to the growth of the movement against the dictators. Speeches were made in many factories in which different union leaders were bitter against the communists who had misled them. The streets the demonstrations were equally violent. Only a leader was needed to start a revolt which would have made short work of the streets had been doubled and are without leaders. Patriots with the courage hesitate because they believe there is nothing to offer their people. They can give no assurance of definite frontiers, military aid or food from the entente. They have nothing to build upon.

For several days the Bolsheviks had been expecting trouble. The guards in the streets had been doubled and different houses were occupied by garçons ready to localize disturbances. There is order in Budapest today—an order imposed by bayonets. On Thursday and Friday an order was given for the workmen to await the signal to be brought to quell the expected counter revolution.

CONTRIVERSY EXPLAINED Mr. Ostrander discussed the questions entering into the present rate controversy, particularly as they interested the shippers of the Inland Empire and western territory, as did Senator E. E. Kiddie, probably the largest grain shipper in Union county, and other shippers and business men.

At the conclusion of the discussion, H. E. Goodie, president of the Ad club, referred the question of what action the club should take as described above.

INTERVENTION WILL BE URGED Senator Eberhard, who was chairman of the senate committee on railroads during the recent session of the legislature and is now chairman of the committee of the Ad club, stated after the hearing that it was the intention of the committee to recommend to the club that it be represented at the Interstate Commerce commission hearing, probably by a committee consisting of E. E. Kiddie, Senator Walter Pierce, a large shipper of wheat, Representative A. R. Hunter, who ships both grain and livestock, himself, as chairman of the committee, and others who may be selected between now and the date of the hearing.

COUNTY SENTIMENT EXPRESSED The action of the Union County Ad club is especially significant in that the club is representative of the whole of Union county and not of La Grande alone, as it has members in every town of the county, with a vice president selected from each of the towns outside of La Grande. It was the general sentiment of all the speakers at the meeting that the entire territory tributary to the Columbia river is entitled to a schedule of freight rates on all commodities based on the cost of transportation down the water level haul rather than the cost of the mountain haul as at present.

WANT CONTENTION IN RECORD It was also the sense of the meeting that Union county shippers should enter the hearing officially in order that they might get their contentions into the record and thus be a party to any readjustment the Interstate Commerce commission might order as a result of the hearing.

BAKER COMMITTEE TO GATHER DATA FOR USE IN RATE CASE Baker, June 27.—Edward Ostrander, traffic expert with the Inland Empire Shippers' league, and Ralph Watson of the Journal were in Baker Wednesday afternoon with shippers, and held a meeting in the Commercial club rooms relative to the securing of lower grain rates to Portland, basing their arguments on the lesser expense of shipping to Portland as compared to Seattle, and that freight rates should be determined by the cost of transporting such freight by water.

While the matter under discussion affected chiefly the grain men, it indirectly affected the community as a whole, and a committee of prominent Baker shippers was appointed to look further into the matter and prepare such data as it can to present to the Interstate Commerce commission when it meets in Portland, July 21.

An urgent letter was received by the Baker Commercial club from the Spokane Chamber of Commerce asking the Bakerites to communicate at once with Oregon senators and congressmen regarding the long and short haul bill, the secretary of the Commercial club. The secretary of the Washington immediately, and he and all present at the

Spokane, June 27.—(U. P.) Harry M. Wicks, Portland radical leader, has been indicted by a federal grand jury here, charged with violation of the Mann act. Wicks confessed to being a Bolshevik. He is alleged to have brought Mrs. Emma Lamb of Portland, the wife of an O-W. R. N. conductor, here for immoral purposes.

Walsh and Dunne to Leave for America Paris, June 27.—(U. N. S.)—Frank P. Walsh and ex-Governor Dunne of Illinois, representing Irish-American societies, will sail for the United States tomorrow, having been notified by the American peace delegation that the United States senate resolution regarding Ireland is in the hands of Premier Clemenceau. John A. Murphy of Buffalo and Libburn S. Trigg of Washington are en route here to replace Walsh and Dunne.

Wicks Charged With Mann Act Violation Spokane, June 27.—(U. P.) Harry M. Wicks, Portland radical leader, has been indicted by a federal grand jury here, charged with violation of the Mann act. Wicks confessed to being a Bolshevik. He is alleged to have brought Mrs. Emma Lamb of Portland, the wife of an O-W. R. N. conductor, here for immoral purposes.

48-HOUR WEEK FOR WOMEN IN WOOL MILLS ADVOCATED

Conference Committee Also Recommends Maximum 9-Hour Day for Workers.

COMMISSION MEETS TUESDAY

Matter Will Come Up Before Welfare Body at Next Session; Ushers May Work Evenings.

A conference committee appointed by the Industrial Welfare commission recommended Thursday afternoon that a 48-hour week with a maximum nine hour day be adopted for women employed in woolen mills of the state.

The recommendation will go before the Industrial Welfare commission next Tuesday and before the commission takes final action an interval of 30 days for public hearings will be allowed. Should the commission at the end of a month adopt the recommendation the order will become effective 60 days thereafter.

The purpose in recommending a maximum nine hour day was to make opportunity for a Saturday half holiday in a week of 48 hours.

Representatives of the woolen mill industry appeared before the conference committee. E. L. Thompson, head of the Portland Woolen Mills, one of the oldest unions, has never been said there can be no doubt of the approach of the 44-hour week for workers.

Tom Kay, head of the woolen mills at Salem, took no exception to the 48-hour week, but said a 10-hour day for woolen mill workers is not exhausting. Mr. Kay announced his purpose to establish a 5 1/2 day week in his mills on October 1.

The conference committee recommended against employment of women in sale of sheet music after 6 p. m. of any day, and against the employment of women as elevator operators after the same hour except in buildings, such as the Y. W. C. A., occupied exclusively by women. A semi-affirmative position was taken toward the employment of women as ushers at evening theatrical performances, the argument being advanced that they are well protected, but at the same time inquiry as to the ages of women employed as ushers was urged.

LA GRANDE MAY HELP RATE FIGHT

(Continued From Page One)

tion and freight rate committee. It was attended by between 25 and 30 of the principal shipping and general business men of the city and county, who had been called to meet with Edward Ostrander, freight expert of the Inland Empire Shippers' league, upon whose petition for a readjustment of the Columbia river rates the question will be brought before the Interstate Commerce commission.

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shippers' conference promptly got in touch with the state officials. The bill referred to is directed at the greatest charge for a short than a long haul, which exists in many localities.

Woover Who Used Cave Man Stuff Lodged in Jail

Emanuel Pitto's cave man ways of wooing did not appeal to Miss Harriet Lavagelle, his erstwhile fiancee, who lives at 535 East Kelley street, and following his alleged threat Tuesday with a revolver, he is in the city jail awaiting trial.

"He threatened to blow out my brains," Miss Lavagelle told the police, Marion county authorities arrested Pitto on his ranch near Brooks. He is charged with assault with intent to kill.

Wharfage Charges Ordered

South Bend, June 27.—Because of the high cost of repairs recently made on the city dock, the city council has voted to place a wharfage charge hereafter on all freight going over the dock from a vessel not owned in Pacific county and on freight not consigned to some person in the county. The cost of the repairs nearly equalled the original cost of the dock.

PORTLAND LABOR AGAINST STRIKE

Central Council Votes Down Proposal to Translate Sympathy for Mooney Into Action.

The Central Labor council Thursday night defeated a resolution pledging support to the street railway carmen if they went out on strike in sympathy with the Mooney strike movement on July 4. The vote was close, however, 25 to 20, and the resolution was debated for nearly an hour and a half. A number of delegates explained that a sympathy strike was out of the question in their trades. The radical element was sure of passing the resolution and voted strong sentiment in favor of it.

One delegate assured the council that the sentiment for a Mooney sympathy strike throughout the country was seven to one. The conservative speakers called attention to the fact that less than half the unions in Portland had voted on the question at all, and that less than 10 per cent of the total labor membership had voted on the strike resolution submitted to a referendum vote some weeks ago. Some of the strongest, oldest and most experienced unions did not consider the resolution in any way, merely tabling it.

A resolution calling for a mass meeting at as early a date as possible to consider the Mooney strike matter was passed and a committee of 10 was the arrangements in charge.

SYMPATHY STRIKES PREDICTED BY SEATTLE UNION LEADER

New York, June 27.—(U. P.)—A general protest strike to demand the immediate retrial, or release of Thomas Mooney will be held in Seattle July 4, James Duncan, president of the Seattle central trades union, stated today. Duncan stated that protest strikes will be held in various parts of the country beginning July 4 and continuing at specified intervals until Mooney is freed. Detroit unions have voted 80 to 1 to hold a five days protest strike, Duncan declared, while California and Oregon workers will walk out en masse, he said.

A patent has been granted for a decorative rifle sight coated with a luminous radiating pigment so it can be seen at night.

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