BABY seal caught in lock of

Washington Canal at Ballard and the sportive visitor's captor, Robert R. Lounsbery.

SEATTLE SCHOONER WRECKED IN SOUTH

A. M. Baxter Piled Up on Coral Reef Off Fiji Islands and Proves to Be Total Loss.

Altendoned as a hopeless wreck and Abundaned as a hopeless which and left to the mercy of wind and wave, which will soon finish the work of destruction, the Scattle sailing schooler A. M. Baxter of the Offshore Shipping company is lying on a jagged condition of Valthielle Island in the South Seas, according to a cable message received in this city yesterday afternoon the Swam in the Fijis. Vessel and eargo, valued at \$200,000, are a total loss.

coss. Capt. A. E. Hellquist and his crew of eight men, after a night of hardship in the open hoats, with a scant supply of feed and water, are safe its Suva and will leave in a few days for Scentle.

Reach Suva Safely.

Reach Such Safely.

Captain Helfquist and his menstayed aboard the doomed craft until it was certain that she had began to break up, when they took to the small boats and started for Suva, a distance of seventy miles. After experimenting the hardships of shipwrecked mariners in the open ocean and a night of peril, the men reached Suva, where they reported the loss of their vessel. The Baxter carried a cargo of case off from San Francisco to the Flissialing from the tolden date May 25, and was on the return voyage with a consignment of Suc tons of copra when she met disaster. Vatuleile island, where the Faxter was lost, is six miles long and 10 feet in altitude at its michest point.

Details of the cause of the wreek are not contained in cable dispatches from Suva, and it is not known here whether the Baxter was blown out of her course or Captain Hellquist lost his way in the blackness of the night.

Carried No Insurance. Carried No Insurance.
The A. M. Baxler was purchased by the Offshore Shirpping Company, of which J. E. Shields of Scattle is president, about a year and a half ago, while she was on her way from the North Pacific to Callac, Peur. The vessel was valued at \$100,000, and her way rarried to insurance. The cargo was worth another \$100,000, making the typek a costly one. as worth another stockoo, making for rock a costly one. The A. M. Baxter was built in Fair-aven, Cal., in 1898. She was a vessel 546 gross and 430 net tons register. Of feet long, 37 feet beam and 12.4 et in depth.

ALMON SWIM 55 MILES A DAY. FEDERAL EXPERIMENTS REVEAL

PEDERAL EXPERIMENTS REVEAU

FEDERAL EXPERIMENTS REVEAU

Nearly \$60 of the 5,000 sockeys
almon caught, tagged with a button
in their tails and then released by the
coderal Pisheries Bureau have been
claken at traps in Paget Sound or on
the Praser River.

Experiments still are being madecontrolled to be sockeys and point
fartridge. Point Roberts is the last
since in Washington waters where the
sockeyes can be taught and Point Partcides. The northern end of Whidly
island, is one of the carliest trap locations. Operations at Cattle Point and
on Salmon Banks on San Juan Bland,
opposite Vancouver Island, and at Nocke
Point, on Lumni Island, and at Nocke
Point, on Lumni Island, and at Nocke
Point, on Vancouver Island, have been
discontinued, for the run of sockeyes is
on light that it is impractleable to
which and tag any more of them.
Definite results have no been
vorked out by the Pisheries Department, but it is probable that find esvince an average of about four days
ince to make the trip between Socke
foint on Vancouver Island, the first
date where they are caught by traps,
o Point Roberts. Experiments show
ome sockeyes make the trip from
onthe Same day they are released, but
t is believed most of the fish requireome of the salmon released apparent
y were swept back by tides and respcered several days later.
The government's experiments this
number have shown that some salmon
ave made as high as fifty-five miles
or a day's time, but this is an unusual
cored.

The lanes traveled by the sock was a shown to be these fishermen had intended were correct. After the eleges enter through the Strait of an de Fue they first hit Sockers int, work along the Vancouver Island one to a joint near Victoria, they are toward Point Partridge. Nearly I head up Rosario Strait.

WARREN SAFETY SYSTEM TO BE USED IN OTHER YARDS

BE USED IN OTHER VARDS

By directions received yesterday from the head offices of the Emergency Fleet Corporation in Philadelphia, the Warren safety-first system, a Seattle development, will be extended to all the California shipbuilding plants that are working for Unde Sam.

The system was devised by R. E. Warren of Scattle, as a result of observations which he made when completed in he old Settle tonstruction & Covationek which he made when completed in he old Settle tonstruction & Covationek proved that more than the per cent of shippard accidents and mashaps were caused by misphese tonders and incress of materials and other phases of carelessness.

Tresident C. W. Which of the old Seattle Construction was so impressed with Warren's data that he allowed the system to be tried out in the company's plant. The tryout proved a tremedous success. Other Seattle yards adopted the system and then the Emergency Fleet Corporation engaged Warren as its district safety-first unspector for Washinston and orecombe the system is now used in all the Northwest yards building ships for Unde Sam.

May Go Still Further.

May Go Still Further,

Uncle Sam.

May Go Still Further.

Shippard workers here expect that the Emergency Floot Corporation with the Emergency Floot Corporation with the System adopted in the Eastern, Great Lakes and Gulf yards. Warren has assistant inspectors in each plant who "spot" misphaced tools, bodg, rivets and the Ike. The man responsible is sought out and told how snear carelessness places his associates in danger. Warren reports that all the workers welcome the system. Another feature lies in holets for tools, so that a worker does not have to climb a lofty ladder with only one hand free.

Last week Warrein worked out a plan by which the free-pois for heating rivets will be placed on the half. deek instead of all through the holds. The heated rivets will be sent fown to the gangs inside the hull by means of a system of two-inch pipping. Men working on the upper parts of the ladder with heat and smoke of fire-nots helow them.

COLUMBIA RIVER STEAMBOAT

PORTLAND, Ore., Saturday, Aug. 17.

—The river steamboat Nespelem arrived here tonight after completing the longest river veyage ever made in the Northwest, steaming more than 600 miles from Pateros, Wash, three miles below kettle Falls, down the Columbia River, leaving there Wednesday morning and arriving at her dock here today. Rock Island and Priest Rapids were negotiated by the craft at low water for the first time in history.

The steamboat, built at Wenatchee a year ago for service on the Upper Columbia, is 172 feet over all, has a beam of twenty-six feet and is of about 200 tons burden. Lack of business on the Upper Columbia led her rowners, the Miller Navigation Company of Wetaichee, to send her to the Lower Columbia for business.

SKINNER & EDDY MEN CUT DELIVERY TIME

Smashing the great sixty-sevendary record it made with the 8,800-ton steel steamship West Llangalast May, the Skinner & Eddy Corporation yesterday delivered the 8,800-ton steel steamship West Hobomac to the United States Shipping Board in sixty-six working days from the keel laying. The Shipping Board immediately turned her over to the Navy and early in the afternoon the carrier went into full operation. the afternoon the carrier went into full operation.

This gives the Skinner & Eddy workers a record of eight ships delivered in succession in an average of less than seventy-two working days from keel laying, an achievement without parallel in the history of shipbuilding. The vessels and the working-day record for each follows: West Lianga, 57 working days: West Abek, 73 West Adams, 77; West Cohas, 73; West Etkonk, 73; West Cohas, 73; West Etkonk, 73; West Cohas, 73; West Holomac, 66, All are \$,800-tonners, The Holomac and West 12,07 knows, Aboard work President 11, G. Senborn and Naval Architect M. H. Keil of the shiphuilding company.

SEATTLE MAN LAUDED FOR SHIPYARD RECORDS

David Rodgers Given Special Invitation to White House and Is Praised by Wilson.

"Mr. President, this is David Rodgers, he greatest shipbuilder in the world," Those were the words used by Chair-ian E. N. Hurley of the United States hipping Board, in presenting General danager Pavid Rodgers of the Skuner (Eddy Corporation to President Wood-ow, Wilson. fig' orporation to recommend the Wilson, re President seized Rodgers' right I in a vigorous grip, thank you from the bottom of my of or what you have done," he said, much feeling, dy how and I are only doing our replied Rodgers, he President shook his head.

The President shook his head.

Wore Than His Hit.

"You are doing more than your bit,"
he declared longers, "I am only an
American critizen rrying to do my best
and my boys are trying to do the same

ey have done and the work they are ding to do."

New York, Philadelphia and other istern newspapers give much space their accounts of the meeting bettern President Wilson and David nigers last week. By special invitation of the President, Rodgers was estied from Philadelphia to Washingn, P. C., by chairman Hurley of the ipping Board and Pirector-General arles M. Schwab of the Emergency est Corporation. The meeting in the hite House lasted half an hour. "The President seemed to know about a Skinner & Eddy plant," remarked digers afterward.

Hurley Tells of Records.

steel steamships from five ways this Year."
Details of the meeting are published in The Philadelphia Press and other Eastern newspapers, including The New York Times.
Rodgers is one of the big "hits" of the summer in the East. Everybody refers to him as "Dave" Rodgers. Ever some of the newspapers are gatting into the habit of earling him by his first name. If someone in Philadelphia asks, "Where's Dave" everybody knows he is asking for Rodgers followed in Philadelphia attending the conference of the Macy Wage Adjustment Committee, officers of the Emergency Fleet Corporation and representatives of the shipbuilding plants and organized labor.

By Special Invitation. todgers. It longing the account in this cay. "David Rodgers has seen the tresident and has talked with him by pecial invitation."

After the necting in the White loads the newspaper reporters flocked a Padings.

Mfer the message ...
House the newspaper reporters flocked
to Rodgers.
"The President is a fine man," said
Rodgers, "He grips your hand with a
sineenty that goes right through you.
"I never had any labor trouble with
my gang," he said in one of the interviews, "They all stick by me and I
stick by them. We pull together."

SHIPPING BOARD'S CHAIRMAN

(For Editorial Comment See Page 6)
WASHINGTON, Saturday, Ang. 17.—
Chairman E. N. Hurley of the United States Shipping Board tonight telegraphed congratulations to the Skinner & Eddy Corporation, Scattle, on the recent records in building ships.

Of the forty contract steel vessels delivered to the Shipping Board, Skinner & Eddy has built twelve. Nine contract steel ships have been completed this year in less than 100 calendar days and of these, the Scattle corporation has contributed seven.

PACIFIC COMPANY MOVES

Moving day, with all of its many meonycutioness, was experienced by the officers and cierks of the Pacific Steamship Company yesterday when the company transferred its general leadquarters from the Pacific Const Company's Building, 77 Washington St., to the L. C. Smith Rollding.

The company has leased the entire fifth floor in Scattle's tallest sky-scraper, a fedal of twenty-seven rooms, there in samptuous quarters beginning tomorrow will be found the offices of Treside at H. F. Alexander, J. H. Cooper, assistant to the president; General Manager J. C. Cantelow, C. E. Klye, general freight agent, and M. J. Wright, assistant general freight agent, and their force of cierks and stenographers.

The Pacific Steamship Company's general offices lave been in the Pacific Censt Company's Embling, 77 Washington St., since November, 1916.

PATTERSON-MACDONALD GET EQUIPMENT FROM SALT DAKE

The first carload of equipment from the Joseph Silver Machine Works in Salt Lake City, which was purchased outsight by the Patterson-Machonald Shiphandous Commany, arrively at the corporation. In Junearly The rest of the insciniery and equipment from the Salt Lake City plant will fill eight or nine railroad cars. In effect, the Patterson-Machonald is bring the Silver machine shop plant out of Salt Lake City and setting it down in the Salt leyard. Construction of the Patterson-Machonald Company's new foundry will begin tomorrow. Indivovements in the grad are being carried out on a big scale. The plant already has made a name for itself all over the Patterson wooden its in the grad are being carried out on a big scale. The plant already has made a name for itself all over the Patterson wooden steamships for the Australian government.

sovernment.

DES MOINES PUBLIC DOCK TO BE REPAIRED AT ONCE

The less Monnes public dock, damaged less Thursday eventing by the lerry Vashon erashing into it when the entire entire to the vessel failed to reverse, will be reparted at once. The country committee entire the entire to the vessel failed to reverse, will be reparted at once. The country committee the reparted trade emergency warrants on the road and bridge fund may be legally issued. Country Engineer Samuel J. Hundes has estimated the cost of repairs to be \$400. That sum was not available from the regular unit, and members of the country heard asked it an emergency could legally be declared.

STEEL ARRIVING FOR DUTHIE PLANT

Plant Will Be Humming Again on New Vessels as Soon as Men Can Be Obtained.

Conditions are improving rapidly in Conditions are improving rapidly in the big East Waterway plant of J. F. Duthie & Co., in which three ways have stood idle for weeks as a gesult of non-divery of steel. Carloads of steel are beginning to arrive from the Bast with more regularity and from present indications, the yard will begin laying feels in the vacant ways the latter part of the month. One of the ways has been idle since July 27 and the two others have been vacant since July 4. Officers of the company said yesterday afternoon that they need 300 more men immediately and 1,500 by the first of September. The need for the 300 developed shortly after the middle of



-Photo by Webster & Stevens, Times Staff Photographers

-Photo by Webster & Stevens, times stall Photographers.

The picture shows the boby seal which was caught in the big lock of the Lake Washington Canal in Ballard last Thursday and bis captor, Robert R. Lounsbery of 5514 24th Ave. N. W. The seal was performing all kinds of antics on the surface of the water and was seemingly not disturbed by the crowd of curious men, women and boys who gathered to welcome him. He is believed to have followed an extra fine school of salmon up the canal, soon finding himself a prisoner in the lock. The seal is as tame as a kitten and is being taught to drink milk out of a bottle.

plant has been running with 3,200 men is compared with 4,500 employed July 4. The plant altogether has four ways and the fourth is occupied by a ship that willbroom be ready to slip into the

that wilksoon he reasty to slip into the water.

The company has been able to keep its machine sloops going full blast, due to the fact that it has three \$,500-ton steel steamships in the water. Advantage has been taken of the closing down of part of the yard to complete a lot of plant construction work. The huge new outhtring pier is approaching completion and construction of a new painters' shed will be begun soon.

"Our immediate need is 200 more men," said J. C. Fowles, assistant to the president of the company, yesterday afternoon, "and we will make a determined effort to get them Monday morning."

MAGAZINE EXPLAINS NEW

An inventor has patented a water-proof veil to cover a woman's hat and face, but which folds very compactly for carrying.

THE North Pole and the equator joined hands yesterday at Ames, when a man from the Lower Archipelage was introduced to R. Peters, an Eskime, by G. A. McDonald, hand gatekeeper who was assisting in the office of E. McMurray, empleyment superintendent.

"They resemble each other," said McDonald, in telling of the incident. "Office and one would think both were Pillpinos. One was tunned from the blazing sun of the Tronics and the other's skin had been darkened by the everlasting snows of the Northland."

"How do you like Seattle?" asked McDonald of the man from the region of the North Pole.

"Fine, it's nice and warm," replied the Eskino.
"How do you like it here?" he asked the other.
"Treat it's nice and cool," answered

"How do you like it here?" he asked the other. "Great, it's nice and cool," answered the man from the Equator. "And that describes Seattle to a ter," said "Mac." "It's not too warm for the man from the Northland and not too cold for the other from Jungle-land."

The Art Art.

44 44 44

44 44 44
Members of the office force at the Scattle North Pacific plant gave up a good share of their noon hour Friday for a rousing farewell to Jack Lewis and E. S. McCready, who have joined the colors. Both were presented with wrist watches. McCready volunteered and has been assigned for duty at Fort Lawton, He is but 20 years old, Lewis was drafted, having refused to claim exemption. The latter's last job was that of escorting Mayor Hanson to his place on Hull 3, where he is now employed as a laborer.

++ ++ ++

Captain N. B. Taylor, assistant sup-crintendent of steel, at the S. N. P., has been ill for the last three or four days. He is expected to be back on the job by Monday.

· 本本 · 本本 · 本本

44 44 44 44 And John R. Vickery, gas engine expert and farmer automobile racer, has worked one year in the shipyards and now feels free to enlist. He served notice to that effect at the S. N. P. employment office yesterday merning, "I believe I've earned my admission to the big show," said Vickery, "Some business man can take my place." Vickery is married and was placed in Class 4.

** ** **

S. R. Turner, in charge of the em-ployment office at the Seattle North Pacific plant, has resigned his posi-tion to accept a berth as paymaster at the Pacific Ceast Steel Company's

44 44 44

The office of employment superintendent at the S. N. P., vacated by S. T. Turner, has been filled with a celebrity in the person of B. L. Miller, grand-nephew of Gen. George B. McClellan, of Civil War fame.

for eathers, we cream and incoments.

O. Offerdall, civil enzineer for many years in Seattle, has closed his office for two months and is working the hours every day at the Ames yard as a botterup. "I thought of adjust-

SEATTLE WOMEN PROVIDE

Mrs. Lillian Gilbert, who has been

lecturing and doing mission work in the Pacific Northwest for the Red Cross, yesterday appealed to the citizens of Seattle for assistance in previding shoes, clothing of all kinds, sweaters and wristlets for eighty-five French sailors who have arrived in this city from Prance to man Prench merchant craft built on this Coast and soon to leave for Europe.

"Nearly all of the men have been in vessels torpedoed in the war zone and some of them have been wounded," said Mrs. Gilbert, "They are not in robust health like the American sailors and as their vessels will probably not reach the war zone before December, they will need warm clothing, sweaters and wristlets. Some of the sailors have no shoes and are going about in hospital slippers. There is no fund at this time to take care of them and any donations of clothing will be thankfully received. Eighteen of the men are stopping at the Hotel Perrin, First Avenue and Marion Street, while the rest are aboard one of the vessels. Some of hie men are stopping at the Hotel Perrin, First Some of hie men are been in the trenches had were wounded in action."

Mrs. Gilbert was born in America but is of French descent. She is making her headquarters in the New Richmond Hotel. Her home is in Los Angeles.

Angeles.

Arrangements were made yesterday for a benefit entertainment for the men to be given in Lepper Hall, Fourth Avenue and Pike Street at 8 o'clock next Tuesday evening.

OAKDAND, Cal., Saturday, Aug. 17.— Stipping from the same ways as the Frederick E. Kellegg, recently sunk by a German submarine in the Atlantic, the 9,466-ton steel hull Zirkel was knunched today from the Moore Shipyards here. The keel of the vessel was laid July 4. It will replace the exact tonnage lest in the sinking of the Kellogg.

NORTH POLE AND EQUATOR MEET

THE North Pole and the equator | ing things so as to handle both jobs." iours I don't feel much like going over elue prints." chee prints.

Charley Miller, attorney, is another professional man who chose the tenhour shift. "A lawyer belongs either in the army or the shipyand," said Miller. "If we don't get busy and prevent the Kaiser from winning the war, there'll be no law in the future. The Germans have shown in Belgium and on the high sea what they think of law and justice."

law and justice."

At At At

When the call came for help in the shipyards, A. B. Dalen, still dressed in hits uniform, stepped off a street car and into the employment office at Ames. He is still wearing his conductor's cap, while boilting up steel plates. Upon going off shift, Palen needs only to put on his blue coat and he's a conductor again.

At At At

"Do you need any ment" asked 1 F.

"Do you need any men?" asked J. F. Brown, business man, yesterday, over the phone at the employment office of the S. N. P. plant.
"Lots of them," replied the employment print can. The nothing but a business man, in the Arcade Building here, but I'm willing to work. How shall I go about

"Go to the government employment office at First and Union, tell the man there what you want to do and he'll give you an employment slip." Brown was informed. "Bring the slip and a pair of overails down here and start to work."

The information above, said the employment man, may be taken by all business men of the city who tre locking for jobs.

Two months after war was declared. Jim O'Hara, then on a prospecting trip in Northern Canada, heard about it. He hurried back home and offered his services, but was rejected by the recruiting officer at late to the two cruiting officer at late backet. Then he came is footen and is now heating rivers at Schoot and is a settlement from civilization when the United States on the day of the war." Said O'Hara. "About a month ago I came to a settlement for some grub when I got hed of a newspaper and read of American in France, It didn't take me long to hit the trail back home. They tell me I'm past the age limit to fight, so that's why I'm in the shipyard."

** ** At the shinks At the shinbuilders' pienic to be held in Fortuna Caris on August 25, many cares with the staged. George Patten, 250-pound bottermaker at Skinner & Eddy's, is hoping for a fat man's race, At one time he could run the hundred in 11 seconds flat. He still feels fit and is willing to back himself against any 250-pound runner in the city.

TODD DRYDOCKS TO OPERATE IN WEEK

AT the present rate of construction progress, the new Harbor Island repair plant of the Todd Drydocks, Inc., will be ready to bogin operations in ten or twelve days, if not slightly sooner. The company's 12,000-ton drydock was towed from the former Scattle Construction yard to the new Todd plant early last week. The 4,000-ton drydock will follow the larger basin a week hence and the new plant will be ready to begin operations a few days later. The 12,000-ton drydock was damaged in an accident last month and is undergoing repairs.

Later "Big Bill," the new 12,000-ton drydock was damaged in the Todd shipyards in Tacoma, will be towed to Scattle and added to the equipment of the Harbor Island plant, giving it a total drydocking capacity of 28,000 tons. When the Todd interests sold the Scattle Construction shipyards, they retained the old company's ship repair plant and then purchased a site on the northwest corner of Harbor Island and organized the Todd Drydocks, Inc.

SEATTLE'S EXPANSION IN TRADE EXPLAINED

Japanese Professor Gives Large Part of Credit to Business Men of City.

SAN FRANCISCO, Saturday, Aug. 17.

The fact that Neattle business men have done everything in their power to facilitate Oriental trade while San Francisco has neglected many opportunities was held forth as one of the reasons the northern seaport has outstripped this city in volume of foreign trade, by Prof. Yomato Ichihashi, professor of economics at Stanford University, speaking before the San Francisco Advertising Club in the Palace Hotel. As reported by The San Francisco Advertising Club in the Palace Hotel. As reported by The San Francisco Call and Post, Professor Ichihashi said in part:

The other day I noticed a fact that surprised me not a little. Doubtless you share with me that surprise. In the volume of American foreign trade Scattle stands second only to New York. San Francisco, by the grace of Inferiority of the remaining ports, occupies the fourth rank. And this tradal situation is according to the latest official returns.

Nobody would be astonished at the commanding position of New York in foreign commerce. But are we not rather shocked at the fact that Scattle is a fact, and no one can dispute it. And shall we say, therefore, it cannot be helped?

Postion of Scattle.

First, as regards the position of Scattle. Everybody knows that the economic development of that port, like that of any other port on the Pacific Coast, must depend, as it still does, upon its commercial relations with the Orient. That fact was early grasped and an advantage was properly taken of it. The business men of Scattle nave done everything to facilitate Oriental trade to obtain the maximum result. In so doing, the merchants there did not overlook the obvious and important, but often neglected fact that successful and development of that port in merchants feel that Scattle is THE Pacific port through which they can most profitably and most conveniently do their business. Their facilities are brought to the Oriental traders to minimize difficulties which, as strangers in a strange land, they are bound to encounter.

Japanese

Japanese Prefer Seattle.

Japanese Prefer Seattle.

It is a common saying among the Japanese that in Seattle they spend less time and money to get what information they seek. To the business man such facts are very important. If those mechanical efforts, to be sure, humanized with sincerity, enabled Seattle to accomplish what it has already done, is there not a lesson for this city to reflect upon, and that rather prefoundly?

city to reflect upon, and that rather profoundly?

In the economic development of San Francisco, too, we know that Oriental trade has been one of the powerful factors. It still is, and will be such, constantly growing in its importance. It is not charged here that San Francisco world overlooks this fact. But purely from the standpoint of an Oriental onlooker, the accessible facilities in this port for trade are far from being ideal. There is room both for improvement of old facilities and for introduction of new ones.

SECOND VESSEL DOWN WAYS

BELLINGHAM, Saturday, Aug. 17.— The Pacific American Pisheries Shieries Shiepyards of this city launched its second vessel for Uncle Sam today. The Bobring is the name of the new boat. She is built of wood. 282 feet long with a 48-foot beam and 28-foot with a 46-foot beam and 16-root draught. The deadweight tonnage is 3,500 tons. The first boat built here for the government was launched by the local company July 4 of this year. That vessel was christened the Blythedale, but has been remaned the Cruso.

KAISER BLAMED FOR BUGS.

NEW HAVEN, Conn., Saturday, Aug.
17.—Scores of superstitious Connecticut
people are sincere in the belief that
the Kaiser has semething to do with
the prevalence of bugs and other destroyers of vegetable crops in the state.
Hundreds of potate fields which on
July 1 were giving promise of a big
crop are now affected with a disastrons
blight or the vines eaten with pink
and green lice which suck the life out
of the plants. The lice have affleted
other vegetable plants and spraying
regularly has not apparently protected
vegetation as of yore.

A worm and a bug have been boring
into the cornstalks in all parts of the
state, threetening to destroy the crop
and the prevalence of cool, wet weather
has added to the troubles of the farmers and vegetable growers to an unprecedented extent.

PROWNS ON WAR PROFITS. KAISER BLAMED FOR BEGS.

PROWNS ON WAR PROFITS. LOS ANGELES, Saturday, Aug. 17.— The Los Angeles Shipbuilding & Dry-lock Company is one concern aiding thele Sam to lick the Kaiser that is bitterly opposed to war profiteering. At least so declared Fred L. Baker head of the corporation, in an address

head of the corporation, in an andress here:

"We shipbuiders," he said, "are not in the game now for profit. What we want is production, as the government needs the vessels. Any man who emerges from this war with a profit is going to be looked down on by the men who sacrificed for the country in the time of need."

Women Work in Brick Yard.

ST. LOUIS, Mo., Saturday, Aug. 17.—
Negro women as day laborers are fast taking the places of men called to war in the brick plants in this city.

At all the plants it is said woman labor has proved satisfactory. The women load brick on trucks and railroad cars.

Negro women also have been employed as lumber handlers in lumber yards, as laborers on track work by railroads and a large number of grishave taken work as elevator conductors.

Women Work in Brick Yard.

WIRE PRAYER TO RUNAWAY.

WHEE PRAYER TO RUNAWAY.
PHYSBURGH, I'a, Saturday, Aug. 17.

A prayer was telegraphed from Dallas, Tex., to the bedside of William Bryan Spears, a 14-year-old runeway, who was lying here dangerously ill of pneumonia. The prayer was from the boy's aunt and was intended to chear the lad until his father could strive. The prayer was for the carly recovery of the boy and expressed the hope that his indiscreet act would be a lesson to him and that in the future be would be a good boy.

ADMITS PAROLE VIOLATION.

ADMITS PAROLE VIOLATION. ADMITS PAROLE VIOLATION.
MUNCTE, Ind., Saturday, Aug. 17.—
Joseph Rheades walked into the office of Sheriff Thomas Hatt here and stated that he had violated his parole from the Indiana Reformatory at Jofferson-ville. "I have violated my word of honor by not living up to the terms under which I was paroled from the Indiana Reformatory and I wish to go back to show that I am still decent in spite of this hreak, said Rhedes. He would not tell how he violated his parole. He was granted his request.

IROQUOIS RETURNS WITH APPRENTICES

Student Sailors Given Instructions in Their Duties Aboard Merchant Vessels.

Completing a cruise down the Sound, to Port Angeles and Nanaimo, B. C., the United States Shipping Board's training ship Iroquois, Capt. O. Beaton, arrived back in the harbor yesterday, going to her berth at the government training station of the harbor westerday, going to her berth at the government training station in the sovernment training station in the sovernment training of instruction in the simpler principles of navigation, in the handling of life boats in knot-tying, rope splicing and seamanship. They were taught the duties of saidors, firemen, coal passers, cooks and messmen. At the conclusion of their apprenticeship, the men will be placed aboard cargo and passenger vessels of the Shipping Board making mercantile voyages between American and foreign ports.

Recruits Enjoy Cruise.

The recruits were enthusiastic over their first experiences as seafaring men and thoroughly enjoyed the cruise. While the Iroquois was in Nanaimo, an entertainment was given for the henefit of the American student-sailers and they were officially welcomed to the town. There were speeches and music and numerous sight-seeing expeditions about the British Columbia coaling port. The men were given shore leave during the evening and enjoyed every minute of the visit.

The training ships and training station of the United Nates Shipping loard in West Swatth are in need of men and dust lawe for the visit of analysis of the properties of the American training station to the government's sea training Station.

Recruits should make application at the training station of the Shipping locard in West Seatth, application at the training station of the Shipping Board in West Seatth, application at the training station of the Shipping Board in West Seatth, which was

ernment's sea training service. Men are accepted up to 35 years of age.

Apply at Training Station.

Recruits should make application at the training station of the Shipping Beard in West Seattle, which was formerly the old Seattle Yacht Club Euilding and is located a short distance south of the West Seattle ferry landing.

"The thousands of young men now entering the American merchant marine through the training ships of the United States Shipping Beard Recruiting Service are proud of their jobs, and properly so," says The Merchant Mariner in its last issue,

"To them is given the task of bearing the flag on unarned vessels through war-infested waters. The warrior, in armor in the old days was proof against the shulking pirate of the sea, the German U-boat, that he gives his dianger little thought.

Do Their Work Without Fear.

"The merchant sailor, on the other hand, goes unarmed in many instances, as along the American costs, where U-boats are now operating. This does not deter him from carrying out his appointed work in the war, and he does it with pride and without fear.

"That this is so is proven every day, when young men go from the training ships aboard the merchant vessels on which they are to serve as sailors, firemen, cooks, coal passers or whatever their grade may be. Fear is not in them. They are glad to go, and the presence of the U-boats in coastal waters spurs them on, if anything.

"This is the answer of the young men who enter the merchant marine to the slanders of enemies ashore, that they choose this service because it is non-combatant."

WHISKEY WORRIES GOVERNOR, BANGOR, Saturday, Aug. 17.—While the sheriff of Penobscot County declares that he will seize every package of liquor that comes into Bangor, regardless of physicians' certificates that it is "for medicinal purposes enty" and while the native liquids classed as whilskey are being chased into dark holes and corners, plenty of real imported Stouch can be had at the Bangor customhouse merely by handing over \$33.15 per case of ten bottles. There should be twelve bottles in a case, but usually two are found broken. This is imported whiskey in bond, and for some months it has been coming down here in fifty case lots sent by a Portsmouth, N. H., man who bought a shipload of it last year and is disposing of it in the Eastern cities where it scarce. The "best" and sickliest families are willing to put up about two prices for anything decent and say nothing.

illes are willing to put up about two prices for anything decent and say nothing.

The Scotch whiskey enterprise has greatly worried dovernor Milliken, who made several trips to Washington about it. The government officials told the governor that there was nothing to be done about the Scotch, that it was well within its legal rights in offering itself to the thirsty meh of Maine, and that the customhouse bond was ample protection against prohibition sheriffs.

The saddest happening of the week in Bangor was the robbert of a Third Street wine merchant, who lost a carload of good whiskey. The merchant engaged a truckman to convey the goods to a hiding place in the woods, but the fellow sold the entire lot to man in a nearby town and then informed the merchant that he had been held up by sheriff's deputies and the liquor seized. The wine man did not dare open his mouth. It would be dangerous to claim ownership of sixteen cases of whiskey in Bangor just now.

AUSTIN, Tex., Saturday, Aug. 17.—Approximately 2.000 miles of short line railroads in Texas were returned to their owners by the Railroad Administration at Washington. Most of the shorter of these roads are devoted chiefly to handling logs and lumber, and the effect of taking them out of government control may bring bankruptey to man; of them, in the belief of Allison Mayheld, chairman of the State Railroad Commission. Mayfield visited Washington recently and made a strong appeal to have the short line railroads of Texas retained by the Railroad Arministration, but his efforts were unavailing. It is his opinion that many of these roads will be forced to suspend operations and that lumber mills and other industries situated along the respective lines will suffer heavy losses on account of the suspension of traffic.

WOMEN GATETENDERS CONTENT NEW BRITAIN, Conn., Saturday, Aug. 17.—Eight women gate-tenders employed by the New Haven road in this city are working eleven hours a day setten days a weak which is a day setten days a weak which is a this city are working eleven noons day, seven days a week, which is violation of the state law, investig tors of the State Department of Lab who are powerless to act because twomen are now government employ have appealed in vain to the Railro Administration for relief. Their b gest handleap is the fact that i women are not dissatisfied.

George Wise Became "Wise." George Wise Became "Wise."
POTEAU Okla. Saturday, Aug. 11.—
George Wise was "wise" and when
Deputy Sheriff Mayberry raided a still
on the Wise 18rm, four miles north of
Westville, George showed his wiedow
by "beating it." He has not been found.
The still was destroyed. Sheriff Frank
Carter raided two stills near the McCurtain County line and destroyed a
large quantity of liquor, in addition to
the stills.

Red. White and Blue in Court. Red. White and Blue in Court.
ATLANTA, Ga., Saturday, Aug. 17.—
Patrietic colors were represented in the recorder's court here recently when Ed and Lulu Redd were fined for fighting.
Willis White was bound over for misdemeanor, and Thomas and Mary Blue were fined for disorderly conduct. And they were all black.

Kansas Cltizens Prosperous Kanasa Citizens Prosperous. COLORADO SPRINGS, Col., Saturday, Aug. 17.—Kansas citizens this summer are well to do, according to residents of this city, and they are coming to the noted summer resorts of Colorado in large numbers. Recently a count of motor cars was made on the Pike's Feak Highway here, and out of the 140 cars counted 190 were from Kansas.

OLIVE OIL BECOMING SCARCE. NEW HAVEN, Conn. Saturday, Aug. 17.—Olive oil is fast becoming an extinct commodity, due to the war. Owing to the shortage prices have advanced nearly 200 per cent in some instances. Inspectors of the State Food Commission are hunting down substitutes which are being sold for the imported variety. RICHARD FOLSOM CLEVE-R LAND, son of former President Grover Cleveland, enlists in United States Marine Corps.



COPRA IMPORTS SHOW REMARKABLE INCREASE

Cocoanut Is Being Used in U. S, as Excellent Substitute for Meat.

NEW YORK, Saturday, Aug. 17.—The recent announcement from Washington of the anecellation of the order of June 28, by which the importation of Gopra into the United States was supended, calls attention to a remarkable increase in the use of the cocoanut and its products in the United States in recent years.

"Copra," as is well known, is the trade name for the dried meat of the cocoanut. A compilation by the National City Bank shows that the quantity of copra brought into the United States in the fiscal year 1915 just ended was approximately ten times as much as in the year before the war. From a modest 55,000,000 pounds in the fiscal year 1914, all of which preceded the war, the figures grew to 90,000,000 hounds in 1915, 110,000,000 in 1915, 247,000,000 in 1917, and about 550,000,000 pounds in 1918.

The tropical sections of the whele world are being ransacked for the eccoanut, and the imports into the United States are drawn from more than thirty countries and islands representing every grand division of the glob-Oceania is by far the largest contributor and our own Philippine Islands supplied nearly one-half of the approximately 550,000,000 pounds entering the United States in the fiscal year 1918.

The recent orders of the government upon this subject again permit the importation of all copra except that classed as "shredded, deskecated or prepared," which has formed in the past but an extremely small proportion of the copra imported into the United States. The quantity imported in 1918 of this class, which is still excluded was but about 20,000,000 pounds imported in 1918 of this class, which is still excluded was but about 20,000,000 pounds imported in 1918 of this class, which is still excluded was but about 20,000,000 pounds imported in 1918 of this class, which is still excluded was but about 20,000,000 pounds imported in 1918 of this class, which is still excluded was but about 20,000,000 pounds imported in 6 copra telis only a part.

a grand total of "0.000.000 pounds imported.

Even this tremendous increase in the importation of copra tells only a part of the stery of the increased domaind for the product of the coconnut. The quantity of coconnut oil imported has also rapidly increased, from 74,600,000 pounds in 1914 to about 250,000,000 pounds in 1918, and of this our Fhilippine Islands also contributed more than one-half.

pounds in 1918, and of this our Phillippine Islands also contributed more than one-half.

The United States apparently consumed in the fiscal year 1918 the product of more than 2,000,000,000 cocoanuts. Accepted authorities indicate that one pound of copra represents the meat of three average-sized cocoanuts, and as the importation of copra for the year is about 550,000,000, the total number of nuts represented by these two importations would be approximately 2,400,000,000 coccanuts, while the number of nuts imported in the natural state from foreign countries and our own islands during the year amounted to about 100,000,000, bringing the total of the nuts represented by these three classes of imports up to approximately 2,500,000,000 against about 500,000,000 in 1914.

The value of the cocoanuts, copra and secoanut oil imported in 1918 is about 500,000 in 1911.

Used as Substitute for Fats.

This great increase in the use of the cocoanut in the United States is ap-

parently due, in some degree at least, to the decrease in the supply of meats, fats and dairy products available for the use of our own people. The number of food animals in the country in 1918 is about the same in proportion to population as in 1914, but, as we are compelled under the exigencies of the war to greatly increase our exports of meats and dairy products, the supply remaining for our own people has necessarily decreased.

The quantity of meat exported in the fiscal year 1918 is approximately 2,000,000,000 pounds, including that sent on government vessels, against about 450,000,000 pounds in the year preceding the war; and the quantity of dairy products including butter, cheese and condensed milk has increased from 22,000,000 pounds in 1913. The total exports of meats, fats and dairy products increased from 21,000,000,000 in 1914 to 390,000,000,000 in 1914 to 390,000,000,000 in 1914 to about 2,000,000,000 in 1918. The total exports of meats, fats and dairy products increased from a little more than 1,000,000,000,000 in 1914 to about 2,000,000,000 in 1914 to about 2,000,000,000 in 1915. The total exports of meats, fats and dairy products increased from a little more than 1,000,000,000,000 in 1914 to about 2,000,000,000 in 1915. The total exports of search and the production of the United States are greatly increasing their use of vegetable oils, expecially that from the cocoanut. A part of the oil thus retained is utilized in the manufacture of soap and candles.

Most of the copra and cocoanut oil imported comes from the Paiding indies and other islands of the Pacific, while instands, Australia, Dutch East Indies, and other islands of the Pacific whilemest of the cocoanuts imported comes from the Paiding islands, the average price of the cocoanuts imported being about 3 cents in the country of production.

COP VIOLATES AUTO LAW.

INDIANAPOLIS, Ind., Saturday, Aug.
17.—Among the first violators of the recently enacted city autmobile parking ordinance here was a member of the police force. When he went to get the art the "old bus" was plastered with the policy of the poli

Fought Fire in Dream-Hurt. Fought Fire in Dream—Hurt.

NEW ALBANY, Ind., Saturday, Anc.
17.—Robert A. Utz, a city fireman here, dreamed he was firating a blaze and during his ricep he twisted his body in such a manner that his shoulder was dislocated. He will not be able to return to his duties for some thre. He had a similar experience some time age.

LOST SST. BUT PAYS FINE.

PITTSBURGH, Pa. Saturday, Aug. 17.

In spite of the fact that George Bandja stelle SSI from his trousers peckets. Joseph Sakula considers him his best friend. He not only failed to prosecute George for the theft but he paid the SI fine for him. "He so good frien' to me I let him steal all I got," he told the magistrate, at the same time winding his arms around Bandja.

Two Thrift Stamps will buy: One pillow.

LIBERAL REWARD For body of Capt. Y. Vamamoto of S. S. "Canada Maru," lost over-board near Brace Point (about eight miles south from Seattle) on August 7.

OSAKA SHOSEN KAISHA. Tacoma, Wash.

heat and smoke of life-bots below them.

Warren last week also brought for-ward the question of Eugelet for riv-eters and others who run a chance of laving their eyesight damaged by steel tragments. The Seattle North Pacific plant ordered 566 sets of the grouples.

COMPLETES "LONGEST" TRIP