

MARINE R. H. Calkins, Editor BROWN BEAR ON MAIDEN VOYAGE

On her maiden voyage, the new motorship Brown Bear of the Alaska Game Commission, built at the plant of the Winslow Marine Railway & Shipbuilding Company at a cost of \$100,000, yesterday was bound for Atka Island in the Western Aleutians.

Aboard the Brown Bear are W. E. Crouch of the Bureau of Biological Survey, Washington, C. H. W. Terhune, executive officer of the Alaska Game Commission, Juneau, and H. C. Hanson, Seattle naval architect, who designed the vessel.

Capt. John O. Sellevold, who commanded the Seal of the Alaska Game Commission for four years and was in command of the vessel of the Alaska Steamship Company, is master of the Brown Bear.

Mr. Crouch and Mr. Terhune will make a 7,000-mile cruise in the vessel, while Mr. Hanson will go as far as Juneau.

The Brown Bear will call in Ketchikan, Wrangell, Juneau, Cordova and Seward and then head for Atka Island, 350 miles west of Dutch Harbor, via calls in the Aleutians.

The vessel is the motorship of the Alaska Game Commission's fleet, consisting of the Grizzly Bear, Martin, Seal White Fox, Red Fox, Cross Fox, Black Fox, Sea Otter and other vessels, nearly all of which were built on Puget Sound.

The Brown Bear is 115 feet long, 26 feet beam and 11 feet draft. She has accommodations for fifteen persons. The vessel is equipped with two 200-horsepower Washington Diesel engines and is capable of maintaining an average speed of ten knots.

Storm Sweeps Polar Bear Off Alaskan Reef

Swept by a heavy storm from the Alaskan reef off Dry Spout Island, near Kodiak, Western Alaska, where she stranded July 22, the motorship Polar Bear, a fur trader, has sunk in fourteen fathoms of water, according to word received yesterday by Coast Guard headquarters in Seattle.

The Polar Bear's crew of nine men was rescued by the Coast Guard patrol cruiser Aurora and was sent to Seattle aboard the steamship Alaska of the Alaska Steamship Company, which arrived here August 1.

Capt. Carl E. Anderson, master of the vessel, remained at the scene of the wreck in the hope of salvaging some of the equipment. The Polar Bear was owned and operated by the United Trading & Fishing Company of Seattle.

Cannery Boat Floated From Coos Bay Reef

The Columbia River Packing Association tender No. 2, which went ashore Friday a mile north of the Coos Bay jetty in heavy fog, was pulled off the shoals at 7:45 o'clock last night by the Coast Guard patrol boat Pulaski, according to a message received at Coast Guard headquarters in Seattle.

The tender was carrying ice from Astoria to a packing plant at North Bend at the time of the accident. She stranded in the sand and was not believed to be damaged. The Pulaski and a Coos Bay lifeboat stood by the vessel until she was refloated.

Proposal Is Rejected CAMDEN, N. J., Saturday, Aug. 10.—(U.P.)—A new complication entered the government's attempt to settle the ship workers' strike at the New York Shipbuilding Corporation plant here tonight when the Union of Marine and Shipbuilding Workers of America rejected the company's arbitration proposal.

The union is "perfectly willing and anxious to settle this strike by arbitration," said Thomas J. Gallagher, chairman of the union negotiators, but the company's proposals are "entirely unacceptable."

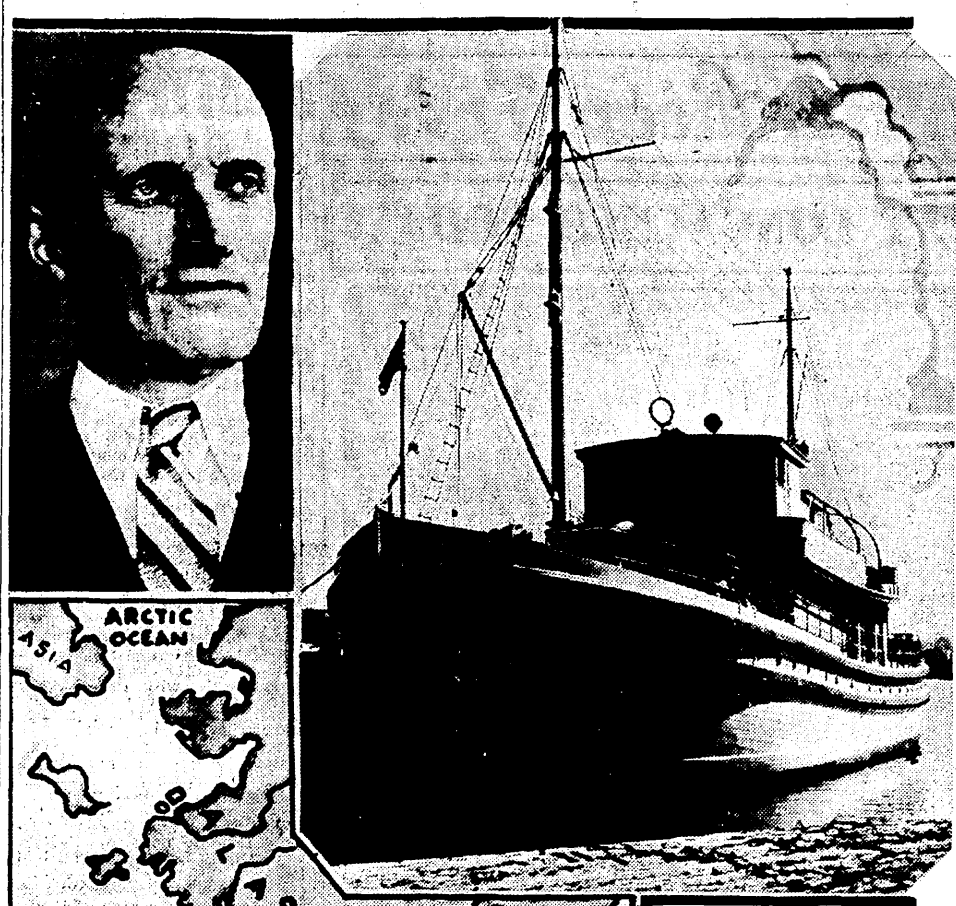
Memento of Long Trip In the office of William Semar, general manager of the Northland Transportation Company, at Pier 5 is a beautiful piece of white coral from Wake Island, a memento of the long "trail blazing" cruise of the Northland Company's steamship North Haven in the South Pacific to establish stations for a new transoceanic air service. The coral was presented to Mr. Semar by S. H. Atkinson, chief engineer of the North Haven. It is mounted on a solid base and resembles a tropical flower.

Closing of Mails Mails from Seattle for points in Alaska will be received at the Seattle postoffice until the following dates:

Skagway—Northwestern, August 13 at 8 a. m. Kodiak and Ketchikan—Northwestern, August 13 at 8 a. m. Nome and St. Michael—Alaska, August 17 at 10 p. m. Cordova, Valdez and Seward—Alaska, August 17 at 8 a. m. Mail from Seattle for points in Alaska will be received at the Seattle postoffice until the following dates:

Alaska—South from Valdez at 1:30 p. m. U. S. M. S. BOXER—Unalaska for Seattle, 1:05 p. m. To Seattle at 8 p. m. U. S. M. S. Boxer—Akutan, 25 m. to Akutan at 6 p. m.

BOUND FOR WESTERN ALEUTIANS



The new motorship Brown Bear of the Alaska Game Commission, which has left Seattle on a cruise that will take her as far as Atka Island in the Western Aleutians, 350 miles west of Dutch Harbor; Capt. John O. Sellevold, master, and a map showing the ship's destination.

LONGSHOREMEN MEET TOMORROW

Dewey Bennett, secretary, and George Clark, a representative of Seattle in Vancouver, B. C., International Longshoremen's Association, left Seattle last night for Portland, where they will attend a meeting of the I. L. A. district council, called to consider the question of renewal of the working agreement with the employers and the situation in the Pacific Coast.

The district council will consider a coast-wide referendum on the question of unionism. The men of all locals probably will be asked to vote on whether the present working agreement, which expires September 30, shall be extended and whether British Columbia cargo shall be declared unfair to organized labor.

Bennett said he had no knowledge of what would be put on the ballot at the Portland meeting. Meanwhile eleven ships are tied up on the Pacific Coast as a result of labor troubles, eight in San Francisco and three in Vancouver, British Columbia.

Dock Employers Made New Offer

SAN FRANCISCO, Saturday, Aug. 10.—Waterfront employers of the Pacific Coast today offered to extend the National Longshoremen's Board award beyond its September 30 expiration date.

The offers were addressed to the district executive council of the International Longshoremen's Association, scheduled to reconvene in Portland Monday.

The San Pedro marine service bureau offered unconditional renewal of the award, adopted by employers and maritime unions in settlement of last summer's paralyzing coastwide marine strike.

Employers' associations in San Francisco, Portland and Seattle, however, stipulated that before the award may be renewed the I. L. A. must purge its ranks of radical and Communist leaders.

The I. L. A. executive council Monday will take up the request of Assistant Secretary of Labor Edward F. McGrady that all ships tied up in Pacific Coast ports be released immediately.

Bickford Will Speak

Col. W. C. Bickford, general manager and chief engineer of the Port of Seattle, will deliver an address on "What Your Port Means to You," at the twenty-second annual convention of the Pacific Coast Association of Port Authorities, which will be held in Vancouver, B. C., Thursday, Friday and Saturday of this week. The convention will be attended by delegates from all Pacific Coast ports. Port Commissioners H. P. Chapman, J. A. Earley and Smith M. Wilson will attend the meetings.

Sighted at the Cape

(From the Weather Bureau.) TATOOSH ISLAND, Saturday, Aug. 10.—5 m.—Barometer rising, cloudy; wind southwest, 8 miles an hour; light southwest swell. Passed out Cadareta, 2 p. m. TATOOSH ISLAND, Aug. 10.—8 a. m.—Barometer rising, cloudy, wind southwest, 11 miles an hour, sea smooth. Passed in Granite, 7:30 a. m. Los Angeles; Stanwood, 7 a. m. NOON—Barometer rising, cloudy, wind south, 12 miles an hour; light, southwest swell. Passed in: Dorothy Luckenbach, 10 a. m. Seattle. Passed out: Montanan, 9 a. m.

EXTRA SHIPS TO SAIL FOR ALASKA

Extra sailings to accommodate record-breaking travel to the scenic northern empire, have been scheduled by the Alaska Steamship Company of Seattle, which is experiencing the largest tourist business in its history, it was announced yesterday.

The Aleutian, flagship of the fleet and the largest vessel of the Alaska Line, has been posted to sail from Seattle September 4, replacing the Victoria. The North-western will make an extra voyage sailing from Seattle September 10.

Both ships will follow the Alaska inside passage, with calls at Sitka and Taku Glacier.

So fascinating are the cruises up the inside passage that many people who made the trip in other years are returning for second, third and fourth visits to Alaska.

The Alaska line's northland this summer has almost reached gold boom days, a result of the return of prosperity in all parts of the country and the fact that the cruises in sheltered ocean waters, skirted by towering mountains, to the face of glaciers and the land of totem poles, have been given wide publicity, according to representatives of the Alaska Steamship Company.

Coast Movements

SAN FRANCISCO—Arrived Aug. 10: Caddopeak, 12:50 a. m. San Pedro; Emergency Aid, 8 a. m. Buenos Aires, 11 p. m. San Diego; a. m. San Pedro; Admiral Day, 9:30 a. m. San Pedro; Viking Star, 9:30 a. m. Vancouver, B. C. Sailed Aug. 10: El Segundo, Kingsley, noon, Vancouver, B. C.; Chickasaw City, 11 a. m.; New York, Flow, City, 5 p. m.; Seattle; H. F. Alexander, 9 p. m.; Seattle; Sage Brush, 5 p. m.; New York; Mana, 3 p. m.; Seattle; Hawaiian, 1 a. m.; Seattle; Paul Luckenbach, 2 a. m.; Boston; U. S. S. Cuyama, 3 a. m.; Puget Sound Navy Yard; Seattle, 8:30 a. m.; Vancouver, B. C.; Point Brava, 5:30 a. m.; Seattle; Socony Vacuum, 5:30 a. m.; New York; Arizonan, 7:35 a. m.; Boston; Point Palmas, 6 a. m.; Mobile; Edwin B. De Golia, 7 a. m.; Tacoma; Virginia, 7 a. m.; New York; Pacific Exporter, 7:35 a. m.; Seattle; Sailed Aug. 10: American Eagle, 1 a. m.; Seattle; Texas, 1 a. m.; Montevideo; Texas, 1 a. m.; Los Angeles; San Diego; Dagged, 8 a. m.; Istanbul. ASTORIA—Arrived Aug. 10: Kewange, 6 a. m.; San Francisco; Victoria, B. C.; Arrived Aug. 10: Sailed Aug. 10: Admiral Nulton, 2:40 a. m.; Los Angeles; Lochman, 10 a. m.; Rotterdam; Torres, 3 p. m.; Los Angeles. PORT TOWNSEND—Passed in Aug. 10: Atlantic City, 8 a. m.; Seattle; Nippon Yusen, 7:40 a. m.; Seattle; Dorothy Luckenbach, 8:40 a. m.; Granville, 1 p. m.; Seattle. Passed out Aug. 10: Atlantic City, 8 a. m.; Seattle; Nippon Yusen, 7:40 a. m.; Seattle; Dorothy Luckenbach, 2:30 a. m.; San Francisco; San Vincente, at Longview, 6 a. m.; Everett; Leber, 7:30 a. m.; Los Angeles; Stanwood, at Longview, 10:30 a. m.; Seattle. Sailed Aug. 10: La Brea, 1 a. m.; San Francisco; Torres, 3 p. m.; Los Angeles. DUNGENESS—Passed in Aug. 10: Granville, 11:50 a. m.; Seattle. VICTORIA, B. C.—Arrived Aug. 10: King Stephen, 12:20 p. m.; Japan. Passed in Aug. 10: Everett, noon, Vancouver; Atlantic City, 12:15 p. m.; Vancouver; Cape York, 12:20 p. m.; Vancouver. ABERDEEN—Arrived Aug. 10: Nettleton, 4 a. m.; San Francisco.

Vessels in Port

PIER 14—St. Jane Christenson, Edwin Christenson. PIER 5—Ms Northland. PIER 1—Ms Dorothy Luckenbach. ATLANTIC STREET TERMINAL—Ms Point Chico. STACY STREET TERMINAL—Ms Nebraska. MILWAUKEE OCEAN DOCK—Ms Wesco. LARKIN STREET TERMINAL—Ms John C. Kirkpatrick, Atlantic City. WATERWAY DOCK—Ms President Madison, Ms Granville. TODD DRY DOCKS—Ms West Ivis, Andrea F. Luckenbach, Katrina Luckenbach, Susan V. Luckenbach. AMES TERMINAL—Ms Charles Christenson. NETTLETON MILL—Ms Wind Rush.

CARGOES GAIN ON SOUND AND COAST

Because of the longshoremen's strike last summer the movement of canned salmon and flour from Puget Sound and lumber from Puget Sound, Grays Harbor and Willapa Harbor during July this year showed big increases, compared with the same month in 1934, according to compilations of the Seattle Merchants' Exchange made public yesterday.

Salmon exports totaled 154,674 cases compared with 109,102 cases during July last year, an increase of 45,572 cases.

Shipments of flour totaled 157,861 barrels, compared with 59,341 barrels for July, 1934, an increase of 98,520 barrels.

The movement of lumber totaled 53,500,000 feet, compared with 22,763,000 feet during July last year, an increase of 30,740,000 feet.

A total of 157 ships arrived in Seattle during July this year, compared with 70 the same month last year, also a result of the strike. A total of 158 vessels sailed from Seattle during July this year, compared with 56 vessels the same month last year.

Body of Mariner Coming

The body of Capt. Jeremiah Flynn, 65 years old, master of the freighter Redondo, who died aboard his ship last Thursday morning while the vessel was nearing Ketchikan on a voyage from this port, will be brought to Seattle aboard the steamship Derby, due Wednesday. Captain Flynn was making his first trip in the Redondo, his old ship, in nearly a year. He had been transferred to the vessel from the passenger liner Alaska, in which he served as pilot.

Ship Brings Bananas

Laden with general cargo from Europe and bananas from Central America, the Panamanian motorship Granville of the Fred Olsen Line arrived in Seattle at 5 p. m. yesterday. The vessel will go to Everett today to load lumber and then to Tacoma, returning here Tuesday to load canned salmon for Europe. The Girdwood Shipping Company is agent for the service.

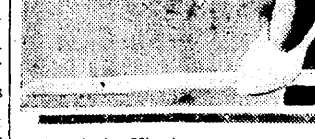
Miss Uno, American-Born, To Visit Land of Fathers

Miss Mary Uno, American-born daughter of Japanese parents, who lives near Foster, yesterday was aboard the Nippon Yusen Kaisha liner Hikawa Maru on her first trip to Japan.

Miss Uno's education has all been in American schools and all of her activities those of a typical American girl. She expects to get a lot of thrills when she arrives in Japan, the homeland of her parents.

Miss Uno is looking forward with keen anticipation to her experiences in the land of cherry blossoms.

Miss Jean Millican of Corvallis, Or., a member of Sigma Kappa Sorority, a passenger aboard the Hikawa Maru, also is on her first trip to the Orient. She is bound for Peiping, China, where she will teach mathematics in the American Academy. During her spare time she will study Chinese art.



Her cabin mate is Miss Maryette Lum, who teaches in the Bridgman School of Music at Peiping. Miss Uno is returning to China after a vacation at her home in San Francisco.

NEW DANISH SHIP IS HEADED HERE

Bound for Seattle, the new 10,200-ton Danish motorship Canada of the East Asiatic Company sailed from Southampton yesterday beginning her maiden voyage. The vessel is due here September 15 via Vancouver, B. C. and other Pacific Coast ports of call.

Capt. C. Knudsen, who has commanded the East Asiatic Company's motorship Amerika since she entered the Pacific Coast-European service in 1931, is master of the new liner.

The Canada was built in the East Asiatic Company's shipyards at Naskov, near Copenhagen. The vessel is 465 feet long and can maintain a speed of seventeen knots. She has accommodations for fifty-five persons. Seventeen crew cabins have private baths.

Aboard the new liner is refrigerated space for 75,000 boxes of fresh fruit in addition to holds for other products of the Pacific Coast. The Canada will be the first vessel in the Pacific Coast-European service to have a built-in swimming pool.

Captain Tells Of Rescue of 9 On Fishing Boat

Capt. Ole Peterson of the halibut schooner Nordic, which arrived in Seattle yesterday after a cruise to the Yakutat Banks, told of the rescue of nine fishermen of the purse seiner American Beauty of Anacortes, swamped by heavy seas in the Strait of Juan de Fuca, four miles east of Race Rocks.

When the Nordic sighted the American Beauty at 10 o'clock Friday night, the vessel was nearly submerged and the nine men were standing on the pliothouse, Captain Peterson said.

The crew of the American Beauty was rescued by boats from the Nordic and transferred to the seiner Liberty, which landed the men in Port Angeles. Captain Peterson said the American Beauty was swamped by the shifting of her gear in heavy seas. All but the pliothouse of the vessel was submerged when the Nordic sighted her.

The Liberty attempted to tow the waterlogged craft, but the line parted and she went adrift. The Coast Guard patrol boat Alantala went to the assistance of the American Beauty and towed her to Port Angeles, arriving in that port at 1:27 p. m. yesterday. The American Beauty was beached at 2:20 p. m. and the crew of the Alantala, with the assistance of the seiner Liberty and a Foss tug, raised the crippled vessel, pumped her out and refloated her at 4:20 p. m. The Coast Guard's "flying lifeboat" was used in locating the crippled vessel.

Catherine D. Chartered By Northland Co.

William Semar, general manager of the Northland Transportation Company, announced yesterday that his company had chartered the Pacific American Fisheries steamship Catherine D. to aid in moving the heavy canned salmon pack of Southeastern Alaska to Seattle.

The Catherine D. began loading yesterday and will carry a capacity cargo of cans and other canner equipment to salmon plants which are operating overtime to take care of the heavy run of fish. The vessel will sail for Southeastern Alaska today and will bring back a large cargo of canned salmon. Charter of the Catherine D. increases the fleet of the Northland Transportation Company to seven vessels.

RYAN SUPPORTS W. P. A. WALKOUT

ATLANTIC CITY, Saturday, Aug. 10.—(U.P.)—Union men "are not going to work on that security wage scale," Joseph P. Ryan, president of the New York Central Trades & Labor Council and of the International Longshoremen's Association said today.

Ryan is attending the meetings of the American Federation of Labor executive labor council here. "We're on strike now, and if the Communists step out in front, we will either have to call off the strike or back up what the Communists are doing," Ryan said.

Ryan predicted a strike on the big Works Progress Administration dredging project on the Great Lakes and supported a request already made that Secretary of Labor Frances Perkins appoint a national labor relations board to function under the terms of the Wagner Law. He said that it vital now and may avoid a strike of longshoremen in New Orleans which might spread all along the Atlantic Coast.

Ships In And Out of Seattle

\*Carries passengers ARRIVED IN SEATTLE Saturday, August 10

Am ss POINT SAN PABLO from Sound ports at 3 a. m. East Waterway Dock, general cargo, McCormick Steamship Company.

\*Ger ms Weser from Hamburg at 3 a. m. Milwaukee Ocean Dock, general cargo, North German Lloyd Line.

\*Am ss EMMA ALEXANDER from Tacoma at 7:30 a. m. Pacific Steamship Terminal, general cargo, Pacific Steamship Lines.

\*Am ss NEBRASKAN from Boston at 7:10 a. m. Stacy Street Terminal, general cargo, American-Hawaiian Steamship Company.

\*Am ss ATLANTIC CITY from New York at 1:30 a. m. Hanford Street Terminal, general cargo, Isthmian Steamship Line.

\*Am ss NIZINA from Alaska at 12:30 p. m. Pier 2, Alaska cargo, Alaska Steamship Company.

\*Pan ms GRANVILLE from Oslo at 3:50 p. m. East Waterway Dock, general cargo, Girdwood Shipping Company.

\*Am ss DOROTHY LUCKENBACH from Los Angeles at 3 a. m. Pier 1, general cargo, Luckenbach Line.

SAILED FROM SEATTLE Saturday, August 10

\*Am ss ARTHUR J. BALDWIN for Los Angeles at 10:30 a. m. general cargo, Arctic Transport Company.

\*Am ss PRESIDENT GRANT for Tacoma at 2 p. m. general cargo, American Mail Line.

\*Br ms PACIFIC PRESIDENT for Glasgow at 4 p. m. general cargo, Burchard & Fiske, Inc.

\*Am ss YUKON for Alaska at 6:45 p. m. general cargo, Alaska Steamship Company.

\*Am ss WILLIAM LUCKENBACH for Boston at 6:15 p. m. general cargo, McCormick Steamship Company.

\*Am ss POINT SAN PABLO for Los Angeles at 8 p. m. general cargo, McCormick Steamship Company.

\*Am ss POINT CHICO for Olympia at midnight, general cargo, Swayne & Hoyt, Ltd.

TO ARRIVE IN SEATTLE Sunday, August 11

\*S. E. Alaska, Am ss North-Alaska, Am ss Depere. \*Copenhagen, Dan ms India. EWD \*Los Angeles, Am tkr Emidio. EWD \*Alaska, Am ss Lakina. PST

Monday, August 12

\*Hamburg, Ger ms Weser. WWM \*Los Angeles, Am ss Glynmont. New Orleans, Am ss Point Chico. Todsds

From THE BROWN'S NEST



PERCY S. LAING—Grady Photo.

Percy Sutherland Laing, Seattle shipping man, has other distinctions besides booking large quantities of Washington apples and pears for the United Kingdom, the Baltic, the Mediterranean and Scandinavian countries. He is the champion clam digger of Lemolo, situated near Keyport, where he has a summer home.

Mr. Laing knows all varieties of clams and as an expert on the bivalves is a rival of George Broom, sage of the Seattle waterfront, who stages annual clam feasts in his sail loft at Pier 8.

Mr. Laing also has a ranch on the North Trunk Highway where he raises chickens, turkeys, fruits and vegetables and always is prepared for a hard winter. He says the apple and pear crops of Eastern Washington may fall, strikes may tie up shipping and other calamities may occur, but the gardens and orchard on the Laing ranch always flourish.

Born in London, Ont., Mr. Laing came to Seattle in 1899 from St. Paul and obtained a position as bill clerk in a railroad office. He joined Frank Waterhouse & Co. in 1902 as junior clerk and from this humble position worked his way up to manager of the firm's shipping department. Waterhouse & Co. operated in the transpacific trade and at one time had twenty-five ships under charter.

Mr. Laing left Waterhouse & Co. in 1921 to form the Percy S. Laing Shipping Company, steamship agent and freight forwarder. The firm occupied a suite of rooms in the Alaska Building ten years and then moved to the Exchange Building, where it is now situated.

Mr. Laing not only expects good crops on the Laing ranch on the North Trunk Highway, but a big movement of fresh fruit to foreign markets through the Seattle gateway.

The steamship President Jefferson, due in Seattle August 20, will have the largest inbound passenger list carried by an American mail liner this year. The vessel will bring approximately 175 travelers in the first and tourist cabins, including members of four tour parties returning from the Orient.

Farmers from the East and Midwest are voraging to Alaska in large numbers this summer. The steamship Aleutian, which sailed from Seattle last Friday, had 100 Kansas farmers in charge of Roy for one of the upper for publications of the state's western, sailing from Seattle next Tuesday morning will have 100 rural New Yorkers, who will make the round trip on the vessel. The party will be in charge of M. M. Hubbard, assistant general passenger agent of the Great Northern Western Company in New York City.

Ship Weather Reports

By the Weather Bureau (Time is 4 p. m. August 10)

HIYE MARU—Latitude 49:54; longitude 135:32; cloudy; wind northeast, 6 miles an hour.

EL MIRLO—Latitude 45:42; longitude 174:18; misting; wind east, 6 miles an hour.

IMPRESS—Latitude 50:18; longitude 140:36; partly cloudy; wind southwest, 16 miles an hour.

U. S. C. G. NORTHLAND—Latitude 68:60; longitude 166:48; cloudy; wind northeast, 22 miles an hour.

GOLDEN HIND—Latitude 49:42; longitude 176:54; cloudy; wind east, 16 miles an hour.

SHEILA—Latitude 50:30; longitude 178:12; cloudy; wind east, 16 miles an hour.

CHIEF VANCOUVER—Latitude 53:12; longitude 149:00; misting; wind south, 34 miles an hour.

U. S. S. SURVEYOR—Latitude 54:40; longitude 167:18; cloudy; wind northwest, 16 miles an hour.

IXION—Latitude 52:00; longitude 166:00; cloudy; wind north, 16 miles an hour.

GOLDEN HORN—Latitude 47:54; longitude 164:48; foggy; wind south, 9 miles an hour.

N. Y. K. PLANS TOUR FOR ANNIVERSARY

Announcement of a Golden Jubilee tour to the Orient and around the world was made yesterday by K. Sawai, manager in Seattle for the N. Y. K. Line. The journey has been especially planned for discriminating travelers who wish to visit the most famous places in foreign lands, and has been timed to commemorate the fiftieth anniversary of the formation of the Nippon Yusen Kaisha Line.

Globe trotters from the Northwest will sail from Seattle September 27 on the fast modern Hikawa Maru and at Yokohama join the main party which will sail from San Francisco October 3.

The itinerary will then be as follows: Okakura, Nikko, Imaichi, Tokyo, Odawara, Miyanosaka, Nanzu, Kyoto, Nara and Kobe in Japan; Tientsin, Peiping, Nanking, Shanghai, Hongkong and Canton in China. Here the Oriental group will turn eastward again and return home either by way of Seattle or via Honolulu to San Francisco. The remainder will continue on to Singapore, Penang, Rangoon in Burma, Calcutta, Darjeeling (for the Mount Everest Bonnet), Bombay, Delhi, Agra, Jaipur and Bombay in India; thence to Colombo, Ceylon, Aden, the Red Sea to Suez, Cairo and Port Said and then back to New York by way of Naples, Marseilles and London, England.

The entire tour will be under the experienced leadership of Anglo-American Tours, Inc., of New York City, and will take about three and a half months.

CAMP FIRE GIRLS Second Annual Girl-Rule Day Proves Success

The second annual "Girl-governorment Day" of the season at Camp Health held Tuesday, was a gala event for the thirty-nine campers who were selected as temporary successors to the staff on their day away from regular camp routine.

Miss Gertrude Peterson, a camper for several years, and a leader at Kiwanis Lodge, was selected to take the position of camp director, Assistant director and head of Kiwanis Lodge was Miss Mabel Dunham, while Miss Helen Hoonan was head counselor of Shining Sky (senior) unit. The new staff as head of Magic Hill camp was taken by Miss Lois Hubbell, with Miss Marion Clarke taking over duties as head of the youngest campers, White Cap camp.

Heads of crafts included Cecile Lindstrom, head of hand craft; Annie Whitehouse, head of K. P. Ann Ellsworth, camp craft; Hazel Millikin, swimming and water-front; Betty Lee Connor, dramatics; Barbara Drake, horse-back riding; Jean Foster, nature lore; Marcella Minning, music; Charlotte Hubbard, postmistress; and Mary E. Gorman, head of games and dancing.

Other Officers

Counselors taking the place of counselors and assistants are Margaret Larson, Barbara Jean Dunham, Carol Lidstrom, Caroline Schwartz, Mildred Visser, Helen Solberg, Alice Powell, Clyding Carson, Elsie Spencer, Betty Jean Bayley, Nancy Upper, Harriet Hansen, Paul Larson, Julie Markey, Janis Lamping, Elsie Kimball, Barbara Manson, Carol Anderson, Elizabeth Scott, Marjorie Blumenthal, Betty June Phelps, Isabelle Frater, Priscilla Dingle and Dorothy Richardson.

Campers for the "Gay Nineties" period which opened this morning for a week session, will turn back the clock a number of years to plan the festivities for the period. Miss Vesta Grubb is chairman and has announced a full week of fun for the fifteen campers and forty counselors who are in camp for the last regular session of the summer before Gypsy period, a special week for old campers.

Outstanding campers who were elected for various toasts at the banquet last Thursday, are camp mistress, Miss Marion Clarke, camp mistress, with unit representatives including Charlotte Hubbard, Kiwanis Lodge; Betty Jean Bayley, Shining Sky camp; Faith Larsen, Magic Hill unit, and Zizi Blanc, White Cap camp.

Word was received yesterday that Theodore Acland Harper, well-known Portland writer, will be a guest in camp for several days during the week. Mr. Harper is national chairman of the camp committee on the National Council of Camp Fire Girls in New York and for a number of years has been prominently associated with the Portland Board and Council.

Weather Bureau Report

Saturday, Aug. 10, 1935 Observations taken at 5 p. m.—Pacific Time.

Abilene...104 76 San Fran...78 50

Baltimore...84 58 Seattle...69 55

Boise...92 66 Spokane...82 64

Boston...80 62 Tampa...90 72

Buffalo...68 48 Portland...88 62

Chicago...86 70 Topeka...90 68

Denver...92 64 W. Walla...86 72

Des Moines...