ALONG THE WATERFRONT

15 COUNTIES READY TO ENROLL SHIP WORKERS

United States Public Service Reserve Is Rapidly Perfecting Its Plans for Registration Work.

Fifteen counties of Washington have already been organized by State Director Robert Moran and State Manager Frank G. Moran for the coming enrollment work of the United States Public Service Reserve.

Within the next few days all the counties in the state will be organized preparatory to the inauguration of special enrollment week, beginning January 28, when the Public Service Reserve will actually begin the work for which it has been created.

In addition to making announcements of county chairman appointments in nine of the fifteen counties yesterday, State Manager Moran announced the addition to his force of another $1-a-year man in the person of William T. Prosser, of the firm of Strang & Prosser, Seattle, as state publicity manager of the Public Service Reserve.

The plan of the Public Service Reserve is to create a great reservoir of *enrolled laborers* that may be called upon for government work. The first task is to see that the shipyards are properly manned.

The United States Employment Service is receiving large numbers of applicants direct from the shipyards, and the work of the Public Service Reserve will in no way interfere with that, but should the direct applications fail to meet the demand, then the reserve will be called upon.

Four-Minute Men to Help.

January 28 is the date set by the Four-Minute Men for beginning a week of appeal for shipyard workers. It was originally planned that the Public Service Reserve would inaugurate its campaign with Special Enrollment Week, beginning January 21. But William E. Hall, national director of the Public Service Reserve, with headquarters in Washington, D. C., decided upon January 28 as being decidedly better, in view of the Minute Men's service.

During this special week every effort will be made throughout the nation to pile up a great enrollment of workers, and it is felt by Hall and his state directors that the response will be tremendous, for additional to the patriotic impulse in the winning of the war is the incentive of high wages offered in the industries vital to the nation's war work.

Enrollment is entirely voluntary, but the Public Service Reserve will carry to every skilled and unskilled workman in America the message "You May Be Needed to Win the War," and from the lists of workers, properly *classified*, government officials can issue calls as needed.

Ready for Registration.

"The local organization in each county will be prepared on January 28 to begin this registration," said Frank G. Moran yesterday in the offices of the Public Service Reserve in the Arcade Building.

"Special Registration Week will start the campaign off with a rush, and then we will follow up the work continuously and persistently, enrolling all kinds of workers to meet government requirements. If the winning of the war finally devolves upon the assembled power of America's labor we want to be sure there will be no failure.

"To provide ships, munitions and war supplies may lack the inspiration provided by the firing line, but it is just as vital a factor in deciding whether the world is to be enslaved or free."

Following are Moran's appointments of chairmen in the different counties, each chairman having formally accepted the task set before him and having begun the formation of his local organization board: Pend O'Reille County, H. A. Sewell, Newport; Stevens County, Horace R. Williams, Colville; Whitman County, L. L. Brunning, Colfax; Wahkiakum County, Joseph Girard, Cathlamet; Island County, P. J. Pratt, Jr., Coupeville; Skagit County, Alfred Polson, Mount Vernon; Lincoln County, C. A. Pettijohn, *Davenport*; Grant County, E. C. Davis, Ephrata; Adams County, C. A. Sprague, Ritzville.

SOUTHERN VENDORS DECRY TIME LOSSES

San Francisco Losing Business as a Result, They Assert—Fishing Ships to Return.

SAN FRANCISCO, Saturday, Jan. 12.—Licenses for export imposed by the government are causing a grave hardship on San Francisco business, because of its distance from Washington, D. C., where the licenses are issued, according to local merchants.

Shippers in the cities near the capital can obtain licenses within a few hours, they say, whereas it takes San Francisco shippers from ten days to two weeks.

As a result, Australian and Oriental firms are sending their business to Eastern ports, instead of to San Francisco, even for California products.

The Hanlon Company laid the first keel of the steel steamships it has contracted for with the government on Thursday afternoon. The hull is known officially as No. 78. The keel of No. 79 will be laid on Monday.

The Hanlon yard, converted under war conditions from a wooden construction plant to a capacity for four steel construction ships, is in a position to turn out fabricated vessels at a great speed.

Fishing Ships Return.

The Alaska Packers' ships, now under charter to the Matson Navigation Company, and which have been carrying cargo to the Hawaiian Islands and helping out the sugar situation on return, will be taken away from the Hawaii run on their return and given back to the Alaska Packers in time to go North for the salmon pack.

The Emerald Line steamship Breakwater left several tons of cargo for Portland on the pier when she sailed Thursday, so Andrew F. Mahony has called in the steamship Prentiss to help out. The Prentiss has capacity enough to take on all the left-over cargo.

The steamship J. E. O'Neil, recently built at a Pacific port for the Atlantic Refining Company of Philadelphia, left this morning for a Pacific port on her maiden voyage. She is a 5,294-ton steamship and carries a total of 75,000 barrels of oil.

SEATTLE MAILS TO POINTS IN ALASKA

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

Skagway and Southeastern Alaska—City of Seattle, January 15; Northwestern, January 16; Jefferson, January 23; City of Seattle, January 28; Princess Sophia, January 28.

Seward—Northwestern, January 16; Alaska, January 24.

Kodiak—Admiral Evans, January 31.

IF you want results use The Times Want Ads.

BIG CARRIER GIVEN TO SEA FROM AMES SHIPYARD AND HER SPONSOR

—Photograph by Webster & Stevens, Times Staff Photographers.

Steamship Westwood and Mrs. George W. Albin.

Cheering Throng Sees Steamship Westwood Take Initial Plunge

8,800-Ton United States Shipping Board Vessel Slides Quietly Down Ways to Strains of Star Spangled Banner.

WHILE hundreds stood with bared heads and the crashing notes of the "Star Spangled Banner" mingled with the shrieking of whistles of large and small craft, the 8-800-ton steamship Westwood journeyed down the ways from the plant of the Ames Shipbuilding & Drydock Company yesterday afternoon, adding another huge carrier to the mighty fleet of merchantmen with which America is to defy German submarines.

Thirty-three hundred workmen, whose weekly wage aggregates $75,000 of war gold, ceased their labors for a brief moment and the mighty roar of glowing forge, of riveter and pounding hammer was still as the big vessel, which will represent an expenditure of $1,550,000, was given to the sea.

Standing beneath two huge American flags which hung from the lofty bows of the Westwood, Mrs. George W. Albin, wife of the secretary-treasurer of the Ames Shipbuilding & Drydock Company, daintily gowned and carrying a large bouquet of roses, broke a beribboned bottle of champagne on the steel prow of the monster, saying in a clear voice, "I christen thee Westwood."

Checked by heavy lines, the vessel went slowly down the ways, then turned her stern to the north in the West Waterway, quietly taking her place near the outfitting pier of the plant as if she had been gulded by a giant hand from her cradle of timbers.

Second Vessel Launched.

The Westwood is the second vessel to be launched from the yards of the Ames Shipbuilding & Drydock Company. She was ordered by the powerful Cunard Line of England and was to have been given to the sea as the steamship War Apollo, signifying manly youth and beauty, poetry and music and the wisdom of the oracles, but the big craft was commandeered while on the ways by the government for war service and launched as the American steamship Westwood. She will be operated by the United States Shipping Board Emergency Fleet Corporation and will probably see service in the European war zone.

The vessel was contracted for in February of last year by the Cunard Line and is a sister craft of the steamship War Brigade, which was launched from the Ames yards recently and is now known as the steamship Westerly. If all goes well the Westerly will be delivered to the Shipping Board this month, completed and ready for sea.

On the launching platform with Mrs. Albin, when the Westwood began her journey down the ways were: Mrs. Edgar Ames, wife of President Ames of the Ames Shipbuilding & Drydock Company; Mrs. T. A. D. Jones, wife of the assistant to the president of the big plant; Mrs. John Wilson, wife of General Superintendent Wilson; Mrs. Fred E. Sander, Mrs. F. K. Shelley, Mrs. James P. Lane, Miss Nellie E. Bruns, Miss Margaret Ames; Capt. James Fowler, W. P. Collings and John Whitehead of Lloyds, and C. E. Earnshaw and William Cook, traveling inspectors of the Shipping Board.

Plant Started in 1916.

The construction of the Ames Shipbuilding & Drydock Company's plant, which launched its second vessel yesterday afternoon, was started December 16, 1916, and work in the yards was practically suspended for two months by the recent strike of shipbuilders. The plant now has a total of 3,300 employes with a weekly payroll of $75,000, has one 9,500-ton tanker and two 8,800-ton freighters on the ways and will lay the keel for another 9,500-ton tanker this week. The plant has two 8,800-ton freighters in the water and before long will launch a third big carrier, the 8,800-ton steamship West Eagle, which is nearing completion on the ways.

Because of the narrowness of the West Waterway the Ames plant uses a skillful method of launching its vessels. The carrier to be given to the sea is attached by lines to a five-ton, a ten-ton and a fifteen-ton anchor, placed to the north of the ways. On the south side of the ways the vessel is held by a steel chain with one rope link. As the carrier is launched the rope link on the south side of the ways is parted and the lines fastened to the three anchors are tightened, the vessel swinging her stern to the north and coming to rest near the outfitting pier. Shipbuilding men yesterday afternoon said that the Ames plant is the only one in the country using this novel launching method. All construction work and outfitting aboard the Westwood will be done in the Ames yards, where she will be made ready for sea.

Following the launching Mrs. Albin, the vessel's sponsor, was presented with a beautiful diamond-studded wrist watch, the gift of the Ames Shipbuilding & Drydock Company. President Edgar Ames of the shipbuilding company, who was in New York on business when the steamship Westerly was given to the sea, was master of ceremonies at the launching of the Westwood.

U. S. ASKS MEN TO REPORT FOR WORK

Unable to Send Out Notices of Requirements to Prospective Shipyard Employes.

All men registered at the Federal Employment Bureau on Western Avenue near University Street, for work in the shipbuilding industry, are requested by F. A. Silcox, special agent of the Emergency Fleet Corporation, to report at the bureau every morning on weekdays when convenient. He particularly desires to direct this appeal at those who are at present unemployed.

It was originally announced that cards would be mailed to all registrants notifying them when their services in the shipyards would be acceptable. Silcox now finds that to continue this practice would entail an enormous amount of clerical work that cannot be shouldered. As a result he urges that all registrants report at the employment bureau in the mornings, when reports of open positions will be posted and men sent out.

The rooms at the employment bureau are well heated and equipped with chairs. A large supply of magazines and newspapers is on hand.

MOVEMENTS OF VESSELS

TO SAIL.

Jan. 14—Admiral Dewey, San Francisco and Los Angeles, Pier D.

Jan. 15—City of Seattle, Skagway and Southeastern Alaska, G. T. P. Pier.

Jan. 16—Northwestern, Southwestern Alaska, G. T. P. Pier.

Admiral Wainwright, Southeastern Alaska, G. T. P. Pier.

Jan. 17—Queen, San Francisco, Wilmington and Los Angeles, Pier D.

Jan. 19—Rainier, San Francisco, Albers' Mill.

Jan. 20—Redondo, Southeastern Alaska, Pier 2.

Jan. 21—Admiral Farragut, San Francisco, Wilmington and Los Angeles, Pier D.

Jan. 22—Jefferson, Southeastern Alaska, Pier 2.

Jan. 24—Alaska, Southwestern Alaska, Pier 2.

Admiral Schley, San Francisco, Wilmington and Los Angeles, Pier D.

Feb. 1—Skagway, Southwestern Alaska, Pier 2.

Victoria, Southeastern Alaska, Pier 2.

Feb. 7—Despatch, Southeastern Alaska, Pier 9.

Latouche, Southwestern Alaska, Pier 2.

TO ARRIVE.

Jan. 13—Prince Rupert, Prince Rupert, G. T. P. Pier.

Jan. 14—Queen, Los Angeles, Pier D.

Rainier, San Francisco, Albers' Mill.

Jan. 18—Admiral Farragut, San Francisco, Pier D.

Humboldt, San Francisco, Pier 7.

Jan. 20—Alaska, Southeastern and Southwestern Alaska, Pier 2.

Jan. 21—Admiral Schley, Los Angeles, Pier D.

Jan. 26—Victoria, Southwestern Alaska, Pier 2.

Feb. 5—Despatch, Southeastern Alaska, Pier 5.

NAVIGATION SCHOOL TO BE OPENED IN SEATTLE

Both Day and Night Instruction Arranged For and Classes Will Be Inaugurated Next Wednesday.

Arrangements were completed yesterday afternoon for opening a free navigation school in Seattle giving both day and night instruction. The classes will be organized next Wednesday, the day school in the Commerce Building on the campus of the University of Washington and the night school in the University Extension rooms, 1061 Henry Building.

With the organization of a free navigation school in Seattle this week there will be a total of four in the North Pacific district, the others being located in Tacoma, Bellingham and Portland. Seattle has the only marine engineering school on the Coast.

The recruiting service both for the free navigation and for the free engineering service as well as for the men of the merchant marine is in charge of W. J. Grambs, with offices at 860 Stuart Building. Grambs received instructions several days ago to open the free navigation school in Seattle and also to advertise for recruits. For the engineering schools applicants are wanted from locomotive and stationary engineers and from water tenders and oilers. Applicants for the free navigation courses must have had two years' sea experience on steamships or three years on sailing vessels.

Vacancies for Sixty.

The schools now established have eighty-four deck officer students and twenty engineer officer students. They can take sixty more at this time. They have already turned out seventy-two deck officers and eighty-three engineer officers. Graduates are being placed on ships just as rapidly as the vessels are ready for sea.

The United States Shipping Board expects to send three deck and three engineer junior officers to the Atlantic on each vessel turned out of the yards for the Emergency Fleet Corporation, and the launchings will come at the rate of four a week by spring.

The steamship Seattle, which was the first vessel launched and completed for the Shipping Board on the Pacific Coast, and which made the wonderful construction record of ninety-six days, carries second and third mates and a third engineer who graduated from the free schools.

More than 500 men have registered for training and service in the deck, engine and stewards' departments of the new fleet. The government wants 100,000 men and 12,000 officers with or without sea service, and the communities of the Northwest are expected to furnish their quota of men for this service. The men who apply must be Americans between the ages of 21 and 31 years, unless they have had sea experience. They will receive six weeks' training and will be paid $80 a month and their keep during this time. W. J. Grambs, 860 Stuart Building, Seattle, receives the applications.

DEEP SEA VESSELS

SIGHTED AT THE CAPE.

(Special from U. S. Weather Bureau.)

TATOOSH ISLAND, Jan. 12, 8 a. m.—Cloudy; wind southwest, fourteen miles an hour. Passed out, ss Saginaw, towing bge Chas. Nelson, at 7 a. m. 11:30 a. m.—Cloudy; wind west, thirty-two miles an hour. Passed out, ss Multnomah, at 9:30 a. m. 5 p. m.—Partly cloudy; wind west, twenty-two miles an hour.

PORT ANGELES, Jan. 12, 5 p. m.—Cloudy; wind west, twenty-two miles an hour.

ARRIVED IN SEATTLE.

Jan. 12—Ss Shingo Maru, Oriental ports, at 1:15 p. m.; Luise Nielsen, Orient via Tacoma, at 4 p. m.; Admiral Dewey, Tacoma, at 4 p. m.; Northland, Tacoma, at 6:30 a. m.; Admiral Watson, Everett, at 1 a. m.; Ketchikan, Southwestern Alaskan ports, via Tacoma, at 7 a. m.; Alameda, Southwestern via Southeastern Alaskan ports, at 8 a. m.

SAILED FROM SEATTLE.

Jan. 12—Ss Admiral Evans, Southwestern via Southeastern Alaskan ports, at 6 p. m.; Admiral Watson, San Pedro, via San Francisco, at 6 p. m.; Hokkai Maru, Oriental ports, at 10:15 a. m.; Cordova, Southwestern Alaskan ports, via Nanaimo, B. C., at 11:30 a. m.; Alameda, Tacoma, at 1:30 p. m.; Davenport, San Francisco, via Tacoma; Richmond, San Francisco, via Point Wells, at 7 a. m.; Admiral Dewey, Tacoma, at 4:30 a. m.

ALASKA VESSELS.

CORDOVA: Sailed, Jan. 11; ss Alaska, southbound, at 10 p. m.

WRANGELL: Sailed, Jan. 11; ss Despatch, northbound, at 10 p. m.

OTHER PORTS.

TACOMA: Arrived, Jan. 12; ss Admiral Dewey and Alameda, from Seattle. Sailed, ss Northland, Admiral Dewey, Ketchikan and Luise Nielsen, for Seattle.

PORT TOWNSEND: Passed out, Jan. 12; ss Hokkai Maru, at 2 p. m. Sailed, schr Helene, in tow tug Wanderer, for Honolulu, at 6 p. m.

PORTLAND: Arrived, Jan. 12; ss Washtenaw, at Linnton, from Port San Luis, at 5:30 p. m.; Johan Poulsen, from San Francisco, at 2:30 p. m.; Daisy Matthews, from San Francisco, at 5 p. m.; Atlas, from Linnton, from San Francisco, at 9 p. m.

ASTORIA: Arrived Jan. 12, ss John Poulsen, from San Francisco, at 5 a. m.; Daisy Matthews, from San Francisco, at noon; Atlas, from San Francisco, at 1:20 p. m. Sailed, ss Daisy Freeman, for Grays Harbor, at 4 a. m. Arrived, Jan. 11; ss Washtenaw, from Port San Luis during the night.

CANADIAN GOVERNMENT WIRELESS.

Jan. 12—Ss Jefferson, off Salmon River Bluff, northbound at 8 a. m.; Ravalli, off Cape Mudge, southbound at 8 p. m.; Latouche, in Seymour Narrows, northbound at 10 a. m.

U. S. NAVAL COMMUNICATION SERVICE.

Jan. 12.—Ss Admiral Watson, Seattle for San Francisco, 23 miles from Seattle at 8 p. m.; Admiral Evans, northbound, 15 miles north of Seattle at 8 p. m.; El Segundo, Juneau for Richmond, 68 miles west of Tatoosh Island at 8 p. m.; Alaska, southbound, off Cape St. Elias at 10 a. m.; Atlas, towing barge No. 31, Portland for Richmond, 510 miles north of Richmond at 8 p. m.; Willamette, Grays Harbor for San Francisco, 325 miles north of San Francisco at 8 p. m.; Multnomah, Seattle for San Francisco, 88 miles south of Cape Flattery at 8 p. m.; Yosemite, San Francisco for Puget Sound, 15 miles north of Grays Harbor at 8 p. m.

Miss Fannie Kochman, aged 17 years, of Cleveland, O., is president of a bank.

SCENES ATTENDING PRESENTATION OF OLD GLORY TO CAPTAIN BAGOTT OF HUGE STEAMSHIP SEATTLE

—Photographs by Webster & Stevens, Times Staff Photographers.

Giving Flag to Master of Vessel.

Scenes attending the presentation of an American flag to Capt. R. H. Bagott, master of the steamship Seattle, by the Seattle Chamber of Commerce and Commercial Club yesterday morning, are shown in these photographs.

In the upper picture President Rhodes (with hand to hat) is shown presenting the folded flag to Capain Bagott. To the right of the captain is D. E. Skinner, president of the Skinner & Eddy Corporation, and Capt. John F. Blain, Seattle district representative of the United States Shipping Board.

The lower picture was taken just after the flag was raised on the pole. The Skinner & Eddy band is playing The Star Spangled Banner. Captain Bagott is in the center of the picture with two sailors from Bremerton at his side.

BIG AMERICAN FLAG PRESENTED TO SEATTLE

President Rhodes Gives Old Glory to First United States Shipping Board Vessel to Be Completed.

With a huge American flag, formally presented by the Seattle Chamber of Commerce and Commercial Club yesterday morning, flapping at her taffrail, the 8,800-ton steel steamship Seattle, first ship launched and completed for Uncle Sam's new merchant marine, will soon steam out of Puget Sound with a capacity cargo for an unnamed port.

"And when you go—no matter where it be—you can justly know that all Seattle stands solidly and loyally back of you and that flag we present to you to fly," said Albert J. Rhodes, president of the Seattle Chamber of Commerce and Commercial Club, at the presentation ceremonies held yesterday morning on the after gun deck of the vessel.

As Capt. R. H. Bagott, master of the vessel, accepted the flag from President Rhodes, the Skinner & Eddy band, stationed on the after hatch of the vessel, struck up the "Star Spangled Banner." Two sailors from the Puget Sound Navy Yard at Bremerton then hoisted the flag to the mast.

A gathering representative of virtually every phase of Seattle's business life attended the ceremonies.

GRAND TRUNK SEEKS STEAMER KILBURN

Would Place Emerald Line Steamer on Alaska Run Out of Prince Rupert, B. C.

For service in the Alaska cannery trade, the Grand Trunk Pacific Steamship Company yesterday began negotiations for the purchase of the steamship F. A. Kilburn from the Independent Steamship Company. The vessel has been plying between the Columbia River and San Francisco in the freight and passenger trade.

Capt. C. H. Nicholson, manager of steamships for the Grand Trunk Pacific, passed through Seattle recently on his way to San Francisco, where the negotiations are being conducted.

The power schooner Tillamook, which was operated by the Grand Trunk Pacific between Prince Rupert and Ketchikan in the cannery trade last summer, is now in Seattle undergoing alterations and repairs. The Tillamook will be equipped with a steam heating plant, two electric winches each with a capacity of five tons and a new pilot house will be built aboard the vessel while she is in Seattle.

VETERAN LAWYER DEAD

NEW YORK, Saturday, Jan. 12.—Treadwell Cleveland, first cousin of the late President Cleveland and a veteran lawyer, died suddenly in the corridor of an office building here today. He was 75 years old.

GOVERNMENT PUTS DRAFT BLAME ON SEAMEN

Failure to Fill Out Questionnaires Causes Them to Be Put in Class 1—Shipyard Workers Also Negligent.

OLYMPIA, Saturday, Jan. 12.—Investigation by the department of selective service supervision of complaints made to the Shipping Board that local boards in this state are wrongfully classifying mariners in Class I has exonorated local state boards of blame.

The fault is found to be with the mariners themselves. In many instances they have returned questionnaires without filling out series 8, which is especially provided for them, and in other instances have neglected to support the accompanying affidavit. Where the men involved have gone away, the local boards have no choice but to place such registrants in class 1.

Confusion in the Emergency Fleet Corporation's offices at Washington is indicated by receipt at Olympia of formal requests for classification of certain shipyard employes in special list that leaves them exempt from military service while they continue in shipyard employment. The highest local board number in Seattle is 12, but forms are arriving directed to Seattle Board 67 and on up to above 100. The department of selective service supervision has no means of knowing the whereabouts of the men whom the Emergency Fleet Corporation wants conditionally exempted. When they are located the department will forward the exemption requests to the proper local boards.

LOCAL BOARD SHOWS MATE WAS AT FAULT

Charges made by Capt. P. Mullen, Seattle agent of the Masters, Mates & Pilots of the Pacific, that mariners are being certified for service in the National Army, contrary to selective service regulations, were flatly denied yesterday by H. J. Callahan and E. W. Melse, on behalf of Local Board No. 5.

Captain Mullen had said in a letter to the governor that Local Board No. 5 certified Albert S. Lund, a mate, in Class I, subject to early call, in violation of draft regulations.

Callahan said yesterday that an inspection of the questionnaire returned by Lund will show that he did not claim exemption on the ground of being a mariner; that he said he was not employed as a mate for over a year and that he submitted no affidavits or any documents showing that he was a mariner.

"The board did certify Lund in Class I because that was all there was to do," said Callahan. "Our board, as other boards, are bound by regulations which we must respect. If Lund wanted to have a deferred classification because of his occupation as a mariner he would have been granted it if he complied with the regulations. This he failed to do."

PACIFIC STEAMSHIP LINER NORTHLAND RENAMED

President Alexander Announces That Vessel Will Hereafter Be Known as the Admiral Nicholson.

President H. F. Alexander of the Pacific Steamship Company announced yesterday afternoon that the steamship Northland had been renamed the Admiral Nicholson in honor of Rear Admiral Reginald F. Nicholson, U. S. N.

The company purchased the Northland a few days ago from the Border Line Transportation Company. She was built in Seattle in 1908 and is a steel vessel with a freight carrying capacity of about 1,000 tons. The steamship capsized in the harbor of Kake, Kupreanof Islands, Alaska, on June 25, 1916. On June 22, 1917, she was raised and brought to Seattle, where she is now undergoing repairs. She will be placed on the Southeastern Alaska run in March.

Served in Civil War.

Admiral Nicholson is well known on the Pacific Coast. He was retired December 15, 1914, but since the entry of the United States into the world war he has been returned to active service. He was born in Washington, D. C., December 15, 1852. During the Civil War he was a captain's clerk on the U. S. S. State of Georgia. Afterward he entered Annapolis and graduated in 1873. He was made rear admiral in 1911.

During the Spanish-American war, Admiral Nicholson was stationed on the battleship Oregon as a lieutenant and made the famous trip around the Horn. In 1904 he was transferred from the Bureau of Navigation to the command of the cruiser Tacoma. He became commander of the Seattle-built battleship Nebraska in 1907. In 1909 he was appointed chief of the Bureau of Navigation. From 1912 to 1914, Admiral Nicholson was commander of the Asiatic Fleet. In the latter year he became a member of the General Board of the Navy Department.

ADMIRAL EVANS OFF FOR FAR NORTH PORTS

Bound for ports in Southeastern and Southwestern Alaska, the steamship Admiral Evans of the Pacific Steamship Company sailed from Seattle last night with seventy passengers and a cargo of general freight. The vessel will go through to Seldovia and Kodiak. The passengers include Carl Sutter, Portland-Seattle territory pool their shipments of merchandise and avoid hauling less than carloads. The cooperation of wholesalers and shippers generally will be necessary to the success of the scheme, say railroad officials.

Portland men who will attend the meeting here are W. F. Robinson, traffic manager; William McMurray, general passenger agent, and H. E. Lounsbury, general freight agent of the O.-W. R. & N. system; H. A. Hinshaw, general freight agent of the Southern Pacific and A. D. Charleton, assistant general passenger agent of the Northern Pacific.

CHOATE LEAVES $4,679,067

NEW YORK, Jan. 12.—The estate of Joseph Hodges Choate, New York lawyer, was today appraised at $4,79,067 by the state comptroller's office in determining the transfer tax.

TO KNIT FOR RED CROSS

PHOENIX, Ariz., Saturday, Jan. 12.—Inmates of Arizona state institutions are to knit for the benefit of the Red Cross. Governor Hunt announces that the plan will add 500 to those already at work.

Miss C. K. Haywood of Cynwyd, Pa., is an expert with the billiard cue and has defeated many male competitors with ease.

TRAFFIC MEN WILL TALK CURTAILMENT

Portland-Seattle Train Service to Again Be Subject of Conference Here Monday.

Plans for again curtailing passenger service between Portland and Seattle will be discussed at a meeting of Northwest traffic men here tomorrow. It is proposed to reduce the service to six trains each way daily during the period of the war. Under this plan the Oregon-Washington Railroad and Navigation, Northern Pacific and Great Northern roads will each run two trains daily each way between Portland and Seattle, instead of three trains as at present.

Another important change to be considered affects shipments of freight in less than carload lots. It is proposed that the three roads operating in the Portland-Seattle territory pool their shipments of merchandise and avoid hauling less than carloads. The cooperation of wholesalers and shippers generally will be necessary to the success of the scheme, say railroad officials.

Portland men who will attend the meeting here are W. F. Robinson, traffic manager; William McMurray, general passenger agent, and H. E. Lounsbury, general freight agent of the O.-W. R. & N. system; H. A. Hinshaw, general freight agent of the Southern Pacific and A. D. Charleton, assistant general passenger agent of the Northern Pacific.

Washington Navigation School
H. S. THROCKMORTON,
Master Mariner, Instructor.
106 Grand Trunk Dock
Washington Harbor No. 12,
A. A. M. & P.
Phone Main 1112.