# CREW OF PORTLAND HAS TO JUMP FOR LIVES

Letter From Captain of Rescue Ship Tells of Loss of Seattle-Built Craft.

That the officers and view of the Seattle-built auxilary-powered schooner Portland, burned at sea off the Pe-Seattle-built auxilary-powered schooling reportland, burned at sea off the Peruvian coast January 3, barely had time to escape to the Heboats, many of them going over the side in bare feet and bare heads, was the news received this morning in a letter from Capt. Frank Whitlam, master of the lower schooner Ruby of Seattle. The letter disclosed also that the Ruby was the unidentified ship that rescue the Portland's mariners.

The letter was received by Capt. Louis Knaflich, president of the Kuskokwim Fishing & Transportation Co., which owns the Ruby. It was written by Captain Whitlam before he sailed homeward from Antofogasts. Chile, the latter part of January. The Ruby is now en voyage to San Francisco with cargo. After discharging in that port she will come back to Seattle oprepare for the Kuskokwim River scason.

The Ruby picked up the officers and

Starts in Engine Hoom.

From the officers of the Portland, totain Whitlam learned that the fire at destroyed the vessel started in the gine room at 6 o'clock the morning January 2. Shoutly after the fire oke out, there was an explosion and e flames spread with periluous rapid-c. Officers and erew rushed to the ork of lowering the lifeboats. By the net they had them lowered they had slide for their lives. Not a man ved anything except the appared in hich he stood. Most of them had been their bunks when the alarm, and they number of the Portland's more work of no protection from the second auxiliary of the protection from the second auxiliary of the engine of the protection from the second auxiliary of the engine of the protection from the second auxiliary of the engine of the second auxiliary of the engine of the second auxiliary of the forther second auxiliary of the engine of the second auxiliary of the engine of the second auxiliary of the forther second auxiliary of the se

## **ADMIRAL LINERS** TO RETURN TO RUN

March 11 and Steamship President March 16.

The two liners were commandered by the United States Shipping Board and delivered to the Matson Navigation Company for operation on the San Francisco-Honolulu route.

THE WEATHER. Observations Taken at 8 Meridian Time. पु क WIND. न

|  | emperature. | tate<br>wes           |           |          | recipitation                |
|--|-------------|-----------------------|-----------|----------|-----------------------------|
|  | Ħ           | tate of<br>weather    | <b>⊣</b>  | _        | F 2                         |
|  | Ġ.          | <b>5</b> 00           | 7         | 6        |                             |
| STATIONS.  | 19          | ₽e l                  | 3 1       | -        | <b>1</b> 10 = 1             |
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|  | :           | :                     | : 1       | :        | 1 7                         |
| Baker  | 24          | Pt cloudy<br>Sleeting | 100       | 7        | 0.00                        |
| Boston   | 21          | Sleeting              | SE        | iii      | 1.23                        |
| Calgary  | 26          | Clear                 | sw        | 10       | 0.00                        |
| Chicago  | 26          | Clear                 | N 11      |          | 0.10                        |
| Denver   | 50          | Clear                 | 15        |          | 0.00                        |
| Galveston  | 53          | Cloudy                | 1         | 120      | 0.02                        |
| Helena   | 1 28        | Clear                 |           |          |                             |
| Kansas City  | 28          | Clear                 | 15:55     | -:::     | 0.00                        |
| les Angeles  | 54          |                       | 1711      | -111     | .0.00                       |
| Memphis  | 46          | Cloudy                | N.        | 11.      | 0.00<br>0.00<br>0.00        |
| New Orleans  | 66          | Cloudy                | 11:2      | 1        | v . 00                      |
| New York   | 3.5         | Cloudy                | 115       | 1        | 0.00                        |
| Oklahoma   | 32          | Cloudy                | 1.5       | 14       | 0.00                        |
| Phoenix  | 42          | Clear                 | SE        | 1        | 0.60                        |
| Pittsburgh   |             | Rain                  | NW        | 114      | 10.14                       |
| Portland, Ore  | 44          | Rain                  | 12.11     | 71       | . 0 0 1                     |
|  |             | Cloudy                | S         | 1        | 10.00                       |
| Sacramento   | j 46        | Clear                 | SE        | 1        | 10.00                       |
| St. Louis  | 7.2         | Cloudy                | 12.71     | (10      | 0.46                        |
| rt. Paul   | [ 20        | Clear                 | SW        | 112      | 0.00                        |
| Salt Lake City   | 26          | Clear                 | S         |          | 10.00                       |
| San Piego  | 1 48        | Clear                 | SW        |          | 10.00                       |
| San Francisco  |             | Clear                 | IN        |          |                             |
| Seattle<br>Spokane<br>Tacoma                               | 40          | Rain                  | 115       | 112      | 0.16                        |
| Spokane  | 42          | Cloudy                | SW        |          | 9.00                        |
| lacoma   | 4.2         | Cloudy                | 112       | 1::      | 10.00                       |
| Tatoosh Walla Walla  |             | Clear                 | 1 VE      | 120      | 10.16                       |
|  |             | Cloudy                | S         | 110      | 0.00                        |
| washington   | 1 3         | Cloudy                | 152       | ٠,٠.     | 0.00                        |
| Winning  | 1 36        | Clear                 | 15        |          | 10, 90                      |
| Vakima   | 1 2         | Prolonda              | Ser       | . ; • •  | 0.00                        |
| Williston Winnipeg Yakima Dutch Harbor Bagle Juneau        | 1 20        | Claudy                | 2.33      | ٠. ١٠٠   | 0.00                        |
| Pacle  | 1_00        | Clear                 | 150       |          | 10.00                       |
| Juneau   | 1 50        | Spory                 | ie.       | ٠,٠٠     | 0.34                        |
| Kodiak<br>Nome<br>Prince Rupert                            | 1 2         | Clear                 |           |          |                             |
| Nome   | 21          | Clear                 | Cle       |          | 0.60                        |
| Prince Rupert  | 1 36        | Rain                  | 1000      | 112      | 10.10                       |
| St. Paul Island  | 1 6         | Cloudy                | N.F.      | . 1.     | 0.00                        |
| Sitka  | 1 3:        | Snow                  | NE        | 1.       | 0.00                        |
| Prince Rupert St. Paul Island Sitka Triangle, B. C. Tanana | 4 (         | Pt cloud:             | el W      | 10       | 10.03                       |
|  |             |                       |           | C1.      | 0.00                        |
| Valdez   | 1 5         | Cloudy                | it ir     | nl.,     | 0.00                        |
|  |             |                       |           |          |                             |
| All temperatures   | exe         | tept those            | Tro       | m        | VITE.                       |
| ka points given in   | ine         | ADOVE TA              | Mc.       | are      | Tead                        |
|  |             |                       |           |          |                             |

on points given in the above table are read at 8 a. m. The temperatures in the after-noon are, of course, many degrees higher. Alaska temperatures are read at 1 p. m. on the previous day. Weather Conditions.

Almospheric pressure is low in Alberia and high over California and in the Southern plateau region. A zone of high pressure extends across the continent from the Pacific to the Martine Coast. The term plateau region is the continent from the Pacific to the Martine Coast. The term plateau been fair during the last the weather hours, except in Western Washington and Northern Oregon, where there has been rain within the last twelve to twenty-four hours, snow in localities of fows, Illinois and Missouri and snow, rain and sleet in New York, Pennsylvania and the New England states. Sleet at Boston has been heavy, the precipitation amounting to ever an inch of melled snow and sleet in the last twelve bours.

hours.

Fair weather with moderato westerly winds is expected in the Puget Sound country tonight and Saturday. Shippers' Forecast.

Minimum temperatures for thirty-six hours: North to Blaine, 32 degrees; east to youkne, 34 degrees; southreat to Walla to the second to the se

### SHIPPING BOARD OFFICER, WHO FILLED NUMEROUS BIG POSITIONS



Capt. John F. Blain.

# TWO SEATTLE BUILT **VESSELS REACH** BALBOA

Governor Expected in Seattle Letter Received From Canal Zone Says Barleoux and Douaumont Arrived Feb. 5.

Two Scattle-built auxiliary-powered schooners, the Barleoux and Douaumont, arrived in Balboa, Panaina Canal Zone, February 5, laden with Sentile cargo and bound for the Atlantle, according to a letter received this morning by Capt. C. W. Call, president of Washington Harbor, No. 12, Masters, Mates and & Pilots' Association of America, from Capt. J. E. Brinker, master of the Barleoux.

The arrival of the two Scattle-built carriers in the Panama Canal Zone the same day created a great deal of comment among members of the association, who have watched the vogages of the vessels with interest.

In his letter to Captain Call, Captain Erinker says that he saw Capt, John Grifffiths, a former master in the service of the Pacific Steamship Company and now a Panama Canal pilot, and went with him on a sight-seeing four of Balboa. Capt, Thomas Rathbone, a former Puget Sound pilot, Is also in the government service in the Panama Canal Zone and was a guest of Captain Brinker aboard the Barleoux. Mrs. Brinker accompanied her husband to Balboa aboard the Barleoux. Mrs. Brinker accompanied her husband to Balboa aboard the Barleoux. Mrs. Brinker accompanied her husband to Balboa aboard the Barleoux. Mrs. Brinker accompanied her husband to Balboa aboard the Barleoux. Mrs. Brinker accompanied her husband to Balboa aboard the Barleoux. Mrs. Captain Call also received a letter today from his father, C. A. Call, third ongineer of the steamship Dolphin, which was sold recently to Chilean shipping interests in Valparaiso by the total properties of the Dolphin arrived January 28. The Dolphin recently arrived at her destination and Call is on his way to Seatle. The vessel reached Balboa January 2 and was forced to lay in that port fifteen dyas before proceeding on account of a serious shortage of coal in the Panama Canal Zone.

### DEEP SEA VESSELS

SIGHTED AT THE CAPE. TATOOSH ISLAND, March I, 10:15 a. m.,
—Passed In, sa Admiral Farragut, at 10 a. m. S. a. m.—Clear; which northwest, four miles an hour. Feb. 28, 4:30 p. m.—Raining; wind west, sig miles an hour. Fassed in, a Japanese steamship, signal letter L. T. D. P., at 5 p. m.—11:30 a. m.—Light rain; wind work forty miles an hour. wind west, six mices an nour. Passed in, in alpanarse attainship, signal lotter L. T. D. P., at 5 p. m. 11:30 a. m.—Light rain; wind south, forty miles an a.—Light rain; wind south, forty miles and the state of the control of the c

TWIN, March 1, 8 a. m.—Ussea in, at 10 a. m.

ARRIVED AT SEATLE.

March 1.—85 Ketchitan, from Tacoma, at 5 m. Feb. 25.—88 Andainsta and Rainler, from Tacoma, at 8 m. Feb. 25.—88 Andainsta and Rainler, from Tacoma, at 8 m. March 1.—81 hend, F. Packard, from Eastle Harbor, in tow of ug Wanderer, at 11:10 a. m.

SAHLED FROM SEATTLE.

March 1.—88 Lowman Stewart, for Port 5an Luis, at 6 a. m.; Fulton, for Vancouver, 15. C. at 2 a. m.; Azumasan Maru, for Tacoma, at 1:20 a. m. Feb. 28.—Motorship Balestrand, for Calcutta, the Portland, Manila and Singapore, at 6 p. m.; 8s Argyll, for Oleum, at 8 p. m.; Sayeng, for Namatino, B. C. at 2 a. m.; Burna Maru, for Tacoma, at 1:20 a. m.; Pincera Sephia, NETCHIKAN; Suled, Feb. 28; 8s Portand, northbound, at 3 p. m.

CTHER PORTS.

MELBGURNE: Alrived, Feb. 27; schr Rosamend, from Port Blakeley, thence, Nov. PORT ALLEN.; Arrived, Feb. 27; schr Portand Leich, 20 a. p. 20 a. p

ASSESSMENTA, FROM FORA BLARGERY, thence Nov. 22. CONTROLL A Arrived, Pale, 27; so by William G. Lend, From Mukillo, 27; so by William G. Sand, From Market, 28; so do a large from the Controll Assessment of the Controll Assessment of the Controll Assessment of the Controll Assessment of the Controllary of the Control od Feb. 27; as Doscoport, from Everett at Tacoma. SAN FRANCISCO: Salled, Feb. 25; as will, for Vancouver, ft. C., at 4; n. m. VICTORIA, B. C.: Fessed In, March 1; Aradhan, for Vancouver, at Sill, a in, Arch 1; feb. 25; and for San Sealer, at 1; and 20; n. in. Passed out, instruction, for San Sealer, at 1; and Norcass from Chemicias for Methodrine; Norcass from Chemicias for Methodrine; Norcass from Nanatine, for Sab Prancisco, via Nanatine, for Sab Prancisco, via Nanatine, for Sab Prancisco, via Nanatine, B. C.; Arrived, March I; sa Stagway, from Seattle, Salied, Feb. 25; hee Acapuleo, for Sab Prancisco, in tew of tug Henry J. Biddle, G.; Salied, Feb. 25; motorship Jessle Norcrows, for Melbourne, PORT ANGELIES: Arrived, March I; hee Acapuleo, from Nanatine, B. C., in tow of tug Henry J. Biddle, Salied, tug Henry J. Biddle, For Port Teonsend, Bringen Salied, Light Salied, Bringen Salied, Bringen Salied, at Silio a, m. Passed in, Feb. 25; as Sinaloa, for Tagonia, 34 aon.

(Canadian Government Wireless.)

2. 28.—Ss. Jefferson, abeam Cape northbound, at 10:50 p. m. Santa Ana. usen Charlotte Sound, sonthbound, at n. m.

# PACIFIC COAST HAS RECORD FOR SHIPS

Construction of Vessels Is Proceeding Faster Than Along Atlantic and Gulf.

WASHINGTON, Friday, March 1— To accomplish more rapid delivery of Southern pine timber for shipbuilding

To accomplish more rapid delivery of Southern pine timber for shipbuilding operations, the Emergency Fleet Corporation is putting logging experts into the forests to assist in locating trees for the heavier lumber.

So slow has been the delivery of the heavier timbers that the corporation is obtaining from the Pacific Coast 3,000 cars of fir lumber for use in Eastern and Southern yards. The wonden building program, it was declared yesterday, is at least three months behind the schedule, with little inope of catching up.

On the Pacific Coast, both wooden and steel construction is proceeding at a much more satisfactory rate than along the Atlantic and the Guif. One plant at Scattle in a single day this week launched one steel ship and turned over to the Pleet Corporation another one complete. This plant, operation, recently established a world's record for completing a ship in quick time.

General Manager Piez of the Fleet

record for completing a ship in quick time.

General Manager Piez of the Fleet Corporation announced last night the creation of a division of public service to have charge of labor and employment. The division will be headed by J. Rogers Flannery as manager and Meyer Bloomfield as assistant. It will be divided into four departments housing, welfare and sanitation, ship-yard volunteers and national service. The department of housing, specially directed by Flannery will supervise the expenditure of \$50,000,000 just appropriated by Congress for housing shippard workers.

### SHIPBUILDERS IN ARMY ORDERED BACK TO YARDS

WASHINGTON, Fridny, March I.—
Through the efforts of the Emergency
Fleet Corporation, 2,000 shipworkers
drafted into the military service have
been returned to the yards, it was announced last night. Thirty thousand
workers, subject to call, have been
placed in the deformed classification
lists and will remain there as long as
they are engaged in slip construction.
The men returned to the yards werpit taken from camps and cantonments
as the War leparument has thus far
acclined to give up men who already
have been sent to France.

Using His Affiletion.

hours: North to Blaine 2 degrees east to make the state of the state and to the state and to the state and to the state and to degrees to the Casades, 22 degrees; Scattle, about 40 degrees. Weather Forecast.

Weather Forecast.

Weather Forecast.

For Scittle and vicinity—Tonight and Saturday, fair; colder he sex partion tonight.

For Washingtor—Tonight and Saturday, fair; colder he sex partion tonight.

For Sound, Straits and Coast—Tonight and Saturday, fair; moderate westerly winds.

For Sound, Straits and Coast—Tonight and Saturday.

Born Sound, Straits and Coast—Tonight and Saturday.

For Sound, Straits and Coast—Tonight and Saturday.

Born Sound, Straits and Coast—Tonight and Saturday.

For Townsend, at Sounday, fair; moderate westerly winds.

For Townsend, at Sounday, fair; moderate westerly winds.

For Townsend, at Sounday, fair; moderate westerly winds.

For Soun

# NOW GET CHANCE TO SLEEP

Officer of Emergency Fleet Corporation Relieved of Some of Heavy Work.

HAVING carried a mountainous load for Uncie Sam for many months, Capt. John F. Blain bereafter will devote all his energies to his duties as Northwest District officer of steel ship construction for the Emergency Fleet Corporation and special expert for the United States Shipping Board.

Steel ship construction in Washington and Oregon has grown to colossal proportions, requiring all of Captain Blain's time and stiention, so the government in the last few months has gradually relieved him of a mullitude of other duties. Ever since the government began its shipbuilding program in the Northwest, Ibain has literally lived with his work. There's a chance now that he may have a few mounts to himself—occasionally. When J. D. Lowman, banker and capitalist, sestenday formally entered on his duties as assistant director of operations for the Fleet Corporation, the government completed its efforts to relieve the pressure on Captain Blain. In Durent Sound and Columbia

Record Well Known,
was in Scattle yesterday. An
o see him this morning devele fact that today he is in PortHs record, however, is so well
in waterfront circles that no
y was encountered in getting
n what he has accomplished for
am. line on what he has accomplished for the Sam. It is a complished for the line of the increasing pressure of ork. Captain Blain carried on his oulders a tremendous burden.

May Name Oregon Officer.

Assistant Director Lowman will have charge of operating the commandeered ships as well as those built for Uncle Sam. In all probability, a Portland man will soon be appointed assistant

director of operations for the Oregon district.

All the work of rebuilding and repairing the cruiser Boston and the former German ships has been completed and they are now at eea in full commission, the Boston naving been rebuilt as a freighter for the Shipping Board.

Blain's forces in the various departments of which he has been relieved have been taken over in part by Bloeded, Pigott, Lowman and Wentworth.

When Blain took office last spring as the first Northwest officer of the Emergency Pleet Corporation and the Shipping Board, the headquarters in the Securities Building occupied a suite of five or six offices. Today the headquarters occupies two full floors and part of another floor.

Blain's time will be divided between Puget Sound and the Columbia River. The government steel program on the Columbia River, like that on Puget Sound, has grown to enormous proportions.

### MOVEMENTS OF VESSELS

MOVEMENTS OF VESSELS

TO SAIL

March 2—Northwestern, Southeastern and Sauthwestern Alaska, Pier 2.

Redonds, Southeastern Alaska, Pier 2.

Coctova, Southeastern and Southwestern Alaska, Pier 2.

March 3—Latouche, Southeastern and Southwestern Alaska, Pier 2.

March 4—Admiral Evanus, Southeastern and Southwestern Alaska, Pier 2.

March 4—Admiral Evanus, Southeastern and Southwestern Alaska, G. T. P. Pier, Admiral Farragut, San Francisco, Pier D.

March 5—Skagway, Southeastern and Southwestern Alaska, Fier 2.

March 7—Admiral Schley, San Francisco, Santa Ana, Southeastern Alaska, Pier 2.

March 8—Alasmeda, Southeastern and Southwestern Alaska, G. T. P. Pier, March 9—City of Seattle, Southeastern Alaska, Rarch 12—Jefferson, Southeastern Alaska, Pier 12—Jefferson, Southeastern Alaska, Pier 14—Leftenson, Southeastern Alaska, March 12—Jefferson, Southeastern Alaska, Pier 14—Sefferson, Southeastern Alaska, March 14—Jefferson, Southeastern and Marchwestern Alaska, March 14—Sefferson, Southeastern and Marchwestern Alaska, Pier 2.

March 12—Reteleson, Southeastern Andra, Pier 2.

March 14—Ketchikan, Southeastern and Southwestern Alaska, Pier 2.

March 15—Governor, San Francisco, Wilmington, Los Angeles and San Diego, Pier D.

Portland, Southeastern Alaska, Pier 2.

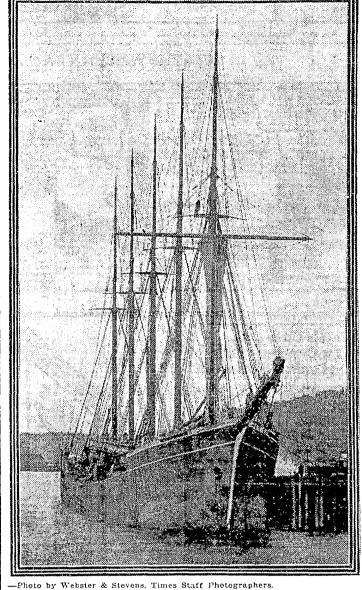
March 16—Alaska, Southeastern and Southwestern Alaska, Pier 2.

Despatch, Southeastern Alaska, Pier 2.

TO ARRIVE. TO ARRIVE. March 1 -- Admiral Farragut, San Francisco,

March 2-Santa Ana, Southeastern Alaska, March Santa Ana, Southeastern Alaska,
Universal Southeastern and Southwestern
Alaska, G. T. P. Pier.
March 3--Prince George, Prince Rupert via
ports, G. T. P. Pier.
Senator, Singapore via Honskone, Pier D.
Alaska, Southeastern and Southwostern
Alaska, Southeastern and Southwostern
Alaska, Admiral Sokley, San Francisco
and Los Anseles, Pier D.
March G.-Spokane, Southeastern and Southwestern Alaska, G. T. P. Pier,
March 7-City of Seattle, Southeastern Alaska
R. T. P. Pier, March A. Admiral
Southeastern Alaska
March 3--Admiral
Southeastern Alaska
March 3--Northland, Southeastern Alaska
Mill.
March 10--Portland, Southeastern Alaska Mill.
March 10-Portland, Southeastern Alaska,
Pler 9. Pler 9. navalli, Southeastern Alaska, G. T. P. Pler. March 11-Victoria, Southwestern Alaska, 1967 2. March 12-Governor, San Francisco, Pier D. March 13-Despatch, Scatheastern Alaska, Pler 9.
March 19-President, San Francisco, Pier D.
March 27-Santa Ana, Southeastern Alaska,

### CAPTAIN BLAIN MAY NEW AUXILIARY POWER SCHOONER LEAVING ON VOYAGE TO FAR EAST



Balestrand Departing From Seattle.

# CAPTAINS GLAD TO MEET IN SEATTLE

Time in Year.

For the first time in a year, the Union Oil Company's tankers Lyman Stewart and Argyll, both operating in the California-Seattle run, were in port at the same time yesterday and also for the first time in a year, the masters of the two vessels were able to shake hands. The ships have passed each other at sea many times in the past year and the only greeting that passed between the masters was a blast from the whistle.

The Lyman Stewart is commanded by Capt. Edward Bugge and the Argyll by Capt. L. C. Dart. They are old friends and until a week or two ago they had decided they were destined to roam up and down the coast for years without another chance to shake hands.

"Well, well," said Captain Bugge to

hands.
"Well, well," said Captain Bugge to
"Well, bart yestorday morning, "you
don't look a day older."
"Well, well, yourself," replied Captain Dart, "is it you or your younger
brother?"
To Meet in California.

To Meet in California.

The Lyman Stewart docked at the Union Oil Company's terminal at 3 o'clock yesterday morning. The Argyll again put to sea last night while the Stewart followed early this morning. This means the two masters may meet again in California. If they don't there is a strong chance that they may not set eyes on each other for another year or so, though both work in the The last time Captains Bugge and Dart met face to face was on the Union Oil Company dock here a year ago this week.

Ont Company dockee was on the Union Oil Company dock here a year ago this week.

Off the Oregon coast on the voyage up, the Argyll fought a southeast gate. At that time she was 200 miles ahead of the Lyman Stewart. Off the same coast, the Stewart had to buck a north-west gale, the two vessels thus meeting different gales, though hardly a day apart. One great wave swept over the Stewart amidships with a wild up-heaval of spray. Officers of the tanker who happened to be looking aft could see only the top of the funnel, the spray jumping many feet into the air in a great white mass.

"So long." said Captain Dart this morning as his ship pulled out. "Hope I see you again this year."

"Well." said Captain Bugge, "let's hope we meet at least before the war ends."

### SEATTLE MAILS TO ALASKA AND ORIENT

Matis from Seattle for points in Alaska and the Orient will be received at the Seattle postoffice until the following dates:
Skarway and Southeastern Alaska—Northwestern, March 2: Princess Sophia, March 6.
Seward—Northwestern, March 2: Princess Sophia, March 6.
Seward—Northwestern, March 2.
Kodiak—Admiral Evans, March 4.
The time following hour for mail at the terminal station at Seattle. All mail should be in the postoffice one hour earlier to Insure proper connections.
Orient—Katori Maru, March 5, at 7:50 a.
m.; China, March 3, at 11:15 a. m.; Veneraucia, March 10, at 7:20 a. m.; Empress of Asia, March 11, at 7:20 a. m.; Empress of Asia, March 13, at 7:20 a. m.; Simpo Maru, March 13, at 7:20 a. m.; Simpo Maru, March 13, at 11:15 a. m.; Shinyo Maru, Shinyo Maru, March 14, at 17:20 a. m.; Simpos of Asia, March 14, at 17:20 a. m.; Sintyo Maru, March 14, at 17:20 a. m.; Sintyo Maru, March 14, at 17:20 a. m.; Sintyo Maru, March 14, at 17:20 a. m.; Sistra, March 3, at 4:15 p. m.; Governor, March 4, at 11:15 a. m.; President, March 11, at 11:15 a.
March 2, at 7:30 a. m.
NEW Zealand — Makura, March 2, at 7:30 a. m.; Sistra, March 2, at 7:30 a. m.; Sistra, March 2, at 7:30 a. m.; Nigara, March 10, at 7:30 a. m.
Australia and West Australia—Makura, March 2, at 7:30 a. m.; Nigara, March 3, at 4:15 p. m.; Nigara, March 2, at 7:30 a. m.

Tides at Seattle Tomorrow: 

# **ACUTE SHORTAGE** OF SHIPS SHOWN

Skippers of Union Oil Tankers National Patriotic Societies
Greet Each Other for First Estimate Deficiency at 7,-435,894 Tons Gross.

GHICAGO, Friday, March 1.—Figures showing an acute shortage of shipping were given out yesterday by Edward Harding, chairman of the executive board of the National Patriotic Societies.

According to these figures the present shortage is 7,435,894 tons gross—almost 1,500 vessels of 5,000 gross tons each. It is declared that the total tonnage usable by the United States and its Allies today is 4,435,894 gross tons less than it was in the fall of 1914. Those figures take account of tonnage built and subtract the amount lost through submarine activities. It was estimated that to this shortage must be added 3,000,000 tons as the minimum necessary for the United States to transport and maintain 1,500,000 men in the war zone. Estimates were that 2,000,000 tons will be the maximum of building to be expected from Great Britain in 1918 and revised predictions are that the United States may not exceed 3,000,000 tons this year. This gives a probable additional tonnage of 5,000,000. It was pointed out, however, that the destruction of vessels during the first year of unrestricted submarine warfare was between 6,000,000 and 7,000,000 tons.

The figures were given out as part of a campaign to win public support for an immense program of ship construction.

# U. S. LIMITS PRICE OF BAGS FOR GRAIN

According to Scattle grain interests, uncertainty in the minds of the growers regarding the price they will pay for grain bags this season has been removed by the announcement from the United States Food Administration that the price for bags will not exceed 25 cents. This decision was reached after conference with bag manufacturers and importers of jute material, called at Washington, D. C., by the War Board.

cents. This decision was reached atter conference with bag manufacturers and importers of jute material, called at Washington. D. C., by the War Board.

The Food Administration obtained information on labor cost, freight on raw material and handling expense and allowed the bagmakers only a reasonable profit.

According to information received from Washington, D. C., by Charles Hebberd, food administrator for this state, the agreement with the bag manufacturers provides that in case bag materials are affected by unusual increases in cost, the Food Administration will consider modifications of the maximum price of 25 cents. This information is given the grain growers so that they will not delay longer in buying grain bags because of a hope for a lower price.

The dispatch to Hebberd announcing the 25 cent price, said it was made to assure the manufacturer of sufficient bags to take care of this year's crop. Bag manufacturers have assured the Food Administration that they can supply the demand this season.

### CANNERY SHIP NOW LOADING FOR NORTH

To load for her annual voyage to the North, the cannery sailing ship Benjamin F. Packard, Capt. Harry Bune, of the Northwestern Fisheries Company, was towed to Seattle from Eagle Harbor this morning by the tug Wanderer of the Puget Sound Tugboat Company. The Packard will load coal at the Pacific Coast Coal Company's bunkers, then go to Port Biakeley to take lumber and pilling and come to the Spokane Street Terminal of the Port Commission to load cannery supplies before leaving for the North. The vessel will go to Nushagak, Bristol Bay.

# BALESTRAND ON MAIDEN TRIP FROM SEATTLE

Five-Mast Auxiliary Power Schooner Built in Aberdeen Gets Away for Far East,

BEGINNING her maiden voyage, the new five-mast auxiliary powered schooner Balestrand, Capt. M. Warholm, under charter to the Overseas Shipping Company, Inc., salled from Seattle last night for Calcutta, via Portland, Manila and Shanghai.

The vessel has a shipment of sixty automobiles, steel and other freight, and will complete her cargo in Portland with a deckload of lumber. The automobiles are for discharge in Manila. The final destination of the Balestrand with a deckload of lumber. The strand is Calcutta. She will return from the Far East direct to United States Pacific ports.

The Balestrand was built by the Grays Harbor Shipbuilding Company in Aberdeen and launched September 22 for John II. Kahrs of Bergen, Norway. She was launched as a Norwegian carrier, but now flies the American flag. The vessel came here under her own power and loaded her Scattle cargo at the Smith Cove terminal of the Port (Commission. She is a carrier of 2,400 gross tons register. The loading of the Balestrand was in charge of C. A. Lockhart, Scattle manager of the Overseas Shipping Company, Inc.

Lockhart said today that the auxiliary powered schooner Panestrand, as sister vessel of the Balestrand, has been chartered by the Overseas Shipping Company, Inc., and will arrive in Scattle within a month to load for the Orient.

The auxiliary powered schooner Bowler, which as the steamship Zafirs, was a collier for dmiral Dewey's feet at the battle of Manila, has also been chartered by the Overseas Shipping Company, Inc., and will arrive in Scattle within the next few days to load for the Far East.

# VIRGINIA II. WILL PLY ISLAND ROUTE

West Pass Transportation Company Will Go to Relief of East Side Communities.

Going to the relief of the east side communities on Vashon Island, the West Pass Transportation Company yesterday afternoon established a new service in that route, placing the speedy passenger carrier Virginia li. in operation, Heretofore the West Pass Company has confined its operations to the communities on the west side of the island.

The Virginia II. follows exactly the same route as was served by the steamboat Dality, of the MacDowell Transportation Company, before that company's withdrawal from the run last week. Capt. John MacDowell, who was master of the Dality for years, has been appointed to the command of the Virginia II, by N. G. Christensen, presider of the West Pass Company. Captain MacDowell has spent seventeen years on the run between Scattle and the east side communities.

Lies Over at Portage.

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The Virginia II. leaves Pier 4 at 5:15 p. m. each week day for the east-side landings, going as far south as Portage. Sundays she will sail from the pier at 9:15 a. m. and 5:30 p. m. The vessel will lie over at Portage each night. On the return trip, she leaves Portage at 6:45 a. m. on week days and 3:30 p. m. on Sundays.

For years the West Pass Transportation Company has maintained a service between Scattle and the west-side communities of Vashon Island that has brought the city and the island into closer commercial relations.

# SERVICE RESERVE

Seattle and King County Expected to Furnish 30,000 Men to Swell Ranks.

With the announcement that the number of citizens to be enrolled in the United States Public Service Reserve in Seattle and King County had been placed at 30,000 and the further statement that this section must make good on this goal as it has in other patriotic drives, the efforts of the 400 enrollment agents this morning were characterized by unusual activity. The prospect is that today will show the largest enrollment since the campaign started.

All men above draft age and not en-

largest enrollment since the campaign started.

All men above draft age and not engaged in the shipbuilding industries, no matter what their qualifications, are urged to enroll at once and express their patriotic desire to back up their government. Every section of the city has enrollment agents at convenient points and those who cannot locate such places in their communities may make their enrollment at the general headquarters. Cobb Euilding. Fourth and University,

Fifty thousand bronze buttons, official recognition of duty performed, are on hand and each man who enrolls will be given one. Those who have already enrolled but received no buttons may obtain them by calling at the Cubb Euilding and presenting evidence of such enrollment.

### Whiskey Still Owner Given Jail Sentence

Pleading guilty to a charge of operating a still and illegally transporting liquor, William Gooch this morning was sentenced by Federal Judge Jeremiah Neterer to ninety days in jail and to pay a fine of \$200. He was ordered committed to the Snohomist County Jail.

Theodore Winter, a German, pleaded guilty to representing his birthplace as Denmark when signing a ship's articles, but his sentence was deferred by the court pending further investigation.

ticles, but his sentence was deferred by the court pending further investiga-tion.

Both Gooch and Winter were indict-ed by the grand jury last Wednesday. The jury resumed its deliberations at 9:30 o'clock this morning. No indict-ments were returned up to this noon.

BREWSTER HOLDS OWN CALGARY, Friday, March 1.—Premier H. C. Brewster, who is ill with pneumonia, is holding his own. This is the seventh day and the crisis is not expected until Sunday. His condition is reported to be a little improved over

Longitudinal fenders to guard pedestrians from the rear wheels of motor-busses have been invented.

4