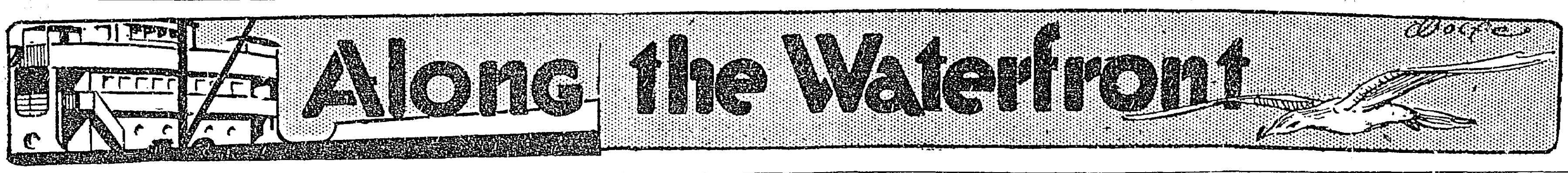

SEATTLE'S RECORD DRAWS ATTENTION OF NEW YORK

Work of Skinner & Eddy Yard Held Up as Example to Eastern Shipbuilders.

NEW YORK, Monday, April 8.—The great record of the Skinner & Eddy plant of Seattle in building steel ships for the government is detailed in an article published today by The New York Tribune. The plant is setting the pace for the entire country and its record is receiving nation-wide attention. The Tribune article follows:

Twelve steel vessels turned over to the government, three of which are the only ones delivered on an order of the Emergency Fleet Corporation, and another direct contract ship to be completed next week! That is the record of the Skinner & Eddy Corporation of Seattle, which Chairman E. N. Hurley of the Shipping Board and Rear Admiral Bowles have referred to as a sample of what can be done in the way of shipbuilding in this country.

The promise of a fourth direct contract ship was made last night by Henry Seaborn, second vice president of the corporation, who was at The Waldorf and is going to Washington. He told a reporter of the comparatively small shipyard on the Pacific which has set a pace in building for the rest of the country to follow, but asked that it be stated clearly that the concern has not been striving for any record.

Seeks No Compliments.

"We are not looking for compliments," he said. "We realize we must build *ships*. We have preached that importance to our 6,000 employes and they are good Americans. We don't want to make a comparison with Eastern yards. We don't want to do anything that would discourage others. We are first and last trying to put every ounce of energy we possess into ship production for the government.

"Ships are the most vital want of the nation and everyone who can turn 'em out must build, build, build. That is our motto."

This *shipbuilder, suffering* from an attack of ptomaine poisoning, was convalescing by working. There were not enough tables and dressers in his Waldorf room to hold his contracts, specifications and typewritten data. So the floor of the room was covered with plans.

D. E. Skinner, president of the corporation, and John W. Eddy, vice president, were operating the Port Blakeley mill, once the largest sawmill in the world, and they were operating a fleet *of sailing ships*. Seaborn was in their employ. When ship tonnage became an increasing business asset with the continuation of the war they tried to buy steamers, but could get none, Seaborn explained. So they decided to build ships themselves, and on February 18, 1916, a little more than two years ago, they broke ground for what is now a shipyard of twenty-nine acres, with five ship ways.

Norwegians First to Buy.

Norwegians were active in the shipping market and bought the first two ships constructed. Steel was immediately contracted for to build two more, and these were sold to the Standard Oil Company. They were tankers. When this country entered the war the company had contracted for sixteen vessels all told and delivered six. The remaining ten vessels were requisitioned by the Emergency Fleet Corporation.

All but one of these requisitioned ships, each of 8,800 deadweight tons, *have been turned over to the Shipping* Board. The remaining one was launched last Wednesday.

On May 29 last, less than a year ago, the Emergency Fleet Corporation gave Skinner & Eddy an order for six ships of that size. Three of these have gone to sea. They are the Seattle, Absoraka and Canoga. A fourth, the Ossineke, will be delivered to the government next week.

On January 15, just seventy-eight days ago, the Emergency Fleet Corporation gave a second order for fourteen more ships. The first of these will be delivered May 15, four months after the contract was signed. Work in some of the Eastern yards is that many months behind schedule.

Great Speed Shown.

The last vessel delivered was completed from keel laying to sea duty in ninety-three working days. She was turned over to the government eighty-one days earlier than the company promised the fleet corporation she would be. From the five ways at the yard more than twenty vessels will be turned out this year, the officials have figured.

As a sample of the patriotic spirit of the men in the Skinner & Eddy yard, Seaborn said that every employe, including the laborers, has a certain amount of his weekly wages deducted and this sum the men give to the Red Cross. They offered it after a patriotic rally at the yard.

THE WEATHER.

Observations Taken at 8 a. m., 75th Meridian Time.

STATIONS.	Temperature.	State of weather.	Wind Direction.	Wind Velocity.	Precipitation last 24 hours.
Baker	40	Clear	SE	..	0.00
Boston	42	Cloudy	SE	..	0.00
Calgary	36	Clear	N	..	0.00
Chicago	36	Cloudy	NW	14	0.00
Denver	32	Clear	NW	..	0.00
Galveston	66	Clear	NE	14	0.00
Helena	34	Clear	SW	..	0.00
Kansas City	38	Cloudy	N	18	0.00
Los Angeles	56	Clear	NE	..	0.00
New Orleans	62	Pt cloudy	N	..	0.00
New York	44	Cloudy	NE	10	0.00
Oklahoma	50	Cloudy	NE	16	0.00
Phoenix	50	Clear	SE	..	0.00
Pittsburgh	46	Rain	SE	..	0.34
Portland, Ore.	48	Clear	S	..	0.00
Sacramento	52	Clear	SW	..	0.00
St. Louis	40	Clear	NW	12	0.00
St. Paul	22	Pt cloudy	N	14	0.00
Salt Lake City	44	Clear	NE	..	0.00
San Diego	52	Clear	NW	..	0.00
San Francisco	52	Foggy	S	..	0.00
Seattle	51	Pt cloudy	E	..	0.01
Spokane	48	Clear	SE	..	0.00
Tacoma	45	Pt cloudy	SE	..	0.05
Tatoosh	50	Pt cloudy	E	24	0.16
Walla Walla	45	Cloudy	NE	..	0.00
Washington	46	Cloudy	NE	..	0.00
Williston	26	Clear	SE	..	0.00
Yakima	44	Clear	SW	..	0.00
Eagle, Alaska	14	Cloudy	NW	..	0.00
Juneau	32	Snow	W	..	0.01
Nome	6	Clear	E	..	0.00
Prince Rupert	44	Rain	E	..	0.10
Sitka	34	Cloudy	E	..	0.00
Triangle, B. C.	44	Cloudy	SE	18	0.36
Tanana	10	Clear	NE	..	0.00
Valdez	22	Pt cloudy	Clm	..	0.00

All temperatures except those from Alaska points given in the above table are read at 8 a. m. The temperatures in the afternoon are, of course, many degrees higher. Alaska temperatures are read at 1 p. m. on the previous day.

Weather Conditions.

Rain has occurred within the last twenty-four hours in Western Washington and Western Oregon and in New York, Pennsylvania, Tennessee and Florida. A cold spell has developed in the Middle Northwest, with temperatures far below freezing in Montana, the Dakotas, Minnesota, Nebraska and Iowa. The minimum reported this morning was 18 degrees above zero at Huron, S. D.

Barometric pressure has decreased in the last twelve hours in Oregon and Washington and a low pressure area is apparently central off the Coast, indicating showers in the Puget Sound country tonight and Tuesday and strong southeasterly winds.

Shippers' Forecast.

Minimum temperatures for thirty-six hours: North to Blaine, 43 degrees; east to Spokane, 44 degrees; southeast to Walla Walla, 48 degrees; south to Portland, 48 degrees; over the Cascades, 32 degrees; Seattle, about 48 degrees.

Weather Forecast.

For Seattle and vicinity—Tonight and Tuesday, showers; strong gusty southeasterly winds.

For Washington—Tonight and Tuesday, showers.

Wind Forecast.

For Sound and Straits—Tonight and Tuesday, strong gusty southeasterly winds.

G. N. SALISBURY, Meteorologist.

EMPLOYES AT SLOAN YARDS GO OVER TOP

EMPLOYES of the Sloan Shipyards Corporation in Olympia went over the top with a rush Saturday in the Third Liberty Loan drive, subscribing $60,000 in a few hours to be used in the world struggle against the Hun.

The subscriptions were taken by a committee appointed by the 800 employes of the plant. L. C. Bankson was chairman of the committee and F. Tetsall, secretary. Last year the plant subscribed $1,800 to the Second Liberty Loan. The Sloan yards have eight wooden ships on the ways.

SKINNER-EDDY MEN PLEDGE BIG WAR RELIEF FUND

Shipyard Workers Undertake to Subscribe $8,000 a Month to Aid Soldiers.

When the Skinner & Eddy shipbuilders started a fund for the relief of soldiers at the front they didn't realize what a big thing they were setting in motion. When noses were counted just before the big Liberty Loan drive started in the yard it was discovered that the contributions to the relief fund, pledged for the duration of the war, were approximately $8,000 a month.

As far as the records show this will be the largest voluntary relief contribution from any industrial organization in the country and it is the first movement of the kind in Seattle. Instead of directly disbursing all this money the committee will make a contribution to the Red Cross every month. The remainder will be used as it is needed for the relief of soldiers at the front and their dependents at home.

Officially the fund will be the "Skinner & Eddy Employes Soldiers' Relief Fund." All disbursements will be made by a committee representing the different trades.

"It's just another way of showing how we do things here," one of the promoters of the movement said. "We're going 'over the top' just like we do when it comes to beating the world's ship production record."

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Whether the Cedar River fish were too lazy to bite or had been hypnotized by the Erickson crowd may never be known, but, measured by the usual standard, which is the limit for everybody in the party, the Duthie fishing excursion yesterday didn't pan out exactly as expected. But there was plenty of lunch, the weather couldn't have been better, nobody got wet and everybody had a fine time.

Evans Lands 39.

Cady's party included Lyle Bigbee, Ray Chenault and George Evans. Charley Culbertson tooks Mrs. Culbertson and the boy and Jim Jordan. The biggest catch was made by Evans, who landed thirty-nine. The others brought home enough to convince some of their friends that they had been where the fish bite fairly well.

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H. D. McClellan, one of the popular men in the Duthie pipe shop, died Saturday night at his home, 519 23rd Ave. S., of pneumonia, after a week's illness. He leaves a wife and one child. The pipe shop crew today made arrangements for some of their number to attend the funeral and will send some testimonial of their regard for McClellan.

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Although the timekeepers were on the long side of a 6 to 4 score when the game ended on the West Seattle grounds yesterday morning, the Duthie storekeepers think they did pretty well. The storekeepers went to bat in the ninth inning with the score 6 to 2 against them and sent in two runs that made the other chaps wonder just how things were going to end.

Here is the way the two teams lined up:

Timekeepers—Jones, catcher; Sherratt, pitcher; Sumption, first base; Henry, second base; Vaughn, shortstop; Ackerman, third base; Mayhew, left field; McNevin, center field; White, right field.

Storekeepers—Washington, catcher; Jones, pitcher; Lane, first base; Dunn, second base; Myers, shortstop; Hedderly, third base; Pierce, left field; Osborne, center field; Johnson, right field.

Lingwood, manager of the Timekeepers, was up so late Saturday night taking in the money for Liberty Bonds that he didn't get around until after the game.

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When the Duthie Liberty Bond buyers reached the $100,000 mark, the boys said they had just started and have set the final figure way beyond that amount. The steel construction department piled up the money so fast Saturday that it was a tight squeeze to get it into the office safe. The pattern shop, paint shop and pipe shop are going to turn in a bond for every man. The pipe shop turned in $4,500 Saturday night as a starter and a committee composed of F. G. Hackman, C. Bogges, A. C. Navarre, J. Inge and Leo Zajac is getting results today that will put the pipe men in the high average class.

SLOAN TO MANAGE ANACORTES PLANT

William Pigott, district supervisor of wooden ship construction in Washington for the Emergency Fleet Corporation, this morning appointed Joseph A. Sloan as manager of the Anacortes Shipbuilding Company of Anacortes. Sloan entered on his new duties at once. He has full charge of the plant, which is building for the government.

Sloan is one of the old time wooden ship builders of the Northwest, being regarded as a practical man of great ability. It is Pigott's policy to introduce into the government service as many practical wooden shipbuilders as can be found in the Northwest.

The Anacortes plant is one of the two Sloan plants established by Philip D. Sloan, brother of Joseph A. Sloan. The other plant is in Olympia. Since last fall both yards have been operated by the Emergency Fleet Corporation. Between them they are building sixteen wooden carriers for the corporation. Orders for additional government ships will be placed soon with the Anacortes plant.

SEATTLE MAILS TO POINTS IN ALASKA

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

Skagway and Southeastern Alaska—Humboldt, April 10.

Kodiak, Anchorage and Southwestern Alaska—Alaska, April 8; Northwestern, April 16.

The time given herein for vessels to the Orient is the closing hour for mail at the postoffice at Seattle.

Camps for women farm workers are to be established in various parts of Pennsylvania.

MASTER OF ENCORE HELD PRISONER IN GERMANY

Captain Olsen Sends Word That His Vessel Was Captured by Hun Raider Wolf.

Another sailing ship master well known in this port who was a victim of the German sea raider Wolf in the South Pacific last summer, has turned up in a Teuton prison camp, according to word received in Seattle today through the Red Cross in Geneva, Switzerland. He is Capt. A. Olsen, master of the schooner Encore of the Rolph Navigation & Coal Company, a vessel which was operated for years in the *North Pacific trade.*

Captain Olsen today notified friends in Seattle that the Encore was captured July 14, 1917, in the South Pacific by the Wolf and that he was confined in one of the prison camps in Germany. He gave no details of the fate of the Encore and did not say whether the vessel was sunk by the German raider.

Capt. Richard D. Trudgett, master of the sailing schooner Winslow, who was also a victim of the Wolf in the South Pacific last summer, is a prisoner of war in Karlsruhe, Germany. He communicated with friends and relatives on this coast recently through the Red Cross in Geneva, Switzerland. The Winslow was owned by George E. Billings of *San Francisco*. She was built in Port Blakeley in 1899.

Capt. Oscar H. Henderson, who was on this coast a few years ago as master of the British steamship Berwick Law, died recently in Karlsruhe, where he had been held a prisoner since the torpedoing of his command December 3, 1917. Captain Henderson was 60 years old. He was master of the British ship Cromartyshire in 1898 when she was in collision with the French steamship La Burgogne with a heavy loss of life. Although Captain Henderson's vessel was badly damaged he aided in saving many of the passengers of the steamship.

CALIFORNIA PLANT TO BUILD CONCRETE SHIPS

SAN FRANCISCO, Monday, April 8.—The Motorship Corporation will establish a plant for the building of concrete ships at Martinez, Cal., immediately after the Third Liberty Loan drive, Jesse Olney, general counsel for the concern, announced today.

The corporation will direct its greatest efforts toward manufacturing cold *storage ships, Olney said.*

DEEP SEA VESSELS

SIGHTED AT THE CAPE.

(From U. S. Weather Bureau.)

TATOOSH ISLAND, April 8, 8 a. m.—Cloudy, wind east, thirty-two miles an hour. Passed in, a three-mast bark, towing, at 6:20 a. m. Passed out, ss Admiral Dewey during the night; a two-mast steam schooner, at 5:30 a. m. April 7, 4:30 p. m.—Cloudy, wind south, eight miles an hour. Passed in, ss Wapama, at 11:50 a. m. Passed out, ss Regulus, at 1:15 p. m.; schr Fred J. Wood, at 3:25 p. m. 10:30 a. m., passed in, tug Hunter, towing two scows, at 8:10 a. m.; ss Argyll, at 9:30 a. m.; a fishing schooner, probably the Lister, at 9 a. m. 8 a. m.—Cloudy, wind east, four miles an hour. Passed in, ss Phyllis, at 8:15 p. m. last night.

ARRIVED AT SEATTLE.

April 7.—Ss Queen, from San Diego via San Pedro and San Francisco at 1 a. m.; Phyllis, from San Francisco, at 11 a. m.; tug Defiance, from San Francisco via Port Angeles, at 10 a. m.; ss Latouche, from Tacoma, at 8 p. m.; Prince George, from Prince Rupert, B. C., via ports, at 3:40 p. m.

SAILED FROM SEATTLE.

April 8.—Ss Alaska, for Anchorage via Southeastern and Southwestern Alaskan ports, at 9:25 a. m.; Dispatch, for Southeastern Alaskan ports, at 9:20 a. m.; Prince George, for Prince Rupert, B. C., via ports at 1 a. m. April 7.—Ss Admiral Dewey, for San Pedro via San Francisco, at 11:15 a. m.; Mayfair, for Mukilteo, at 9:50 p. m.; Borneo Maru, for Tacoma, at 9 a. m.; Queen, for Tacoma, at 2 p. m.; schr Salvator, for Tacoma, in tow tug Prosper, at 5 p. m.; aux schr Santa Cristina, for Tacoma, at noon.

ALASKA VESSELS.

CORDOVA: Sailed, April 6; ss Northwestern, southbound, at 4 a. m.

WRANGELL: Sailed, April 6; ss City of Seattle, northbound, at 5 p. m.

KETCHIKAN: Sailed, April 5; ss City of Seattle, northbound at 10 p. m.

OTHER PORTS.

SAN PEDRO: Arrived, April 7; ss Davenport, from Seattle via Everett. Sailed, ss Admiral Schley, for San Diego.

SAN FRANCISCO: Arrived, April 7; ss President, from Seattle via Victoria, B. C., at 5 p. m.; Multnomah, from Seattle via Everett, at 8 a. m.; Lyman Stewart, from Seattle, at 8 a. m.; J. A. Moffett, from Vancouver, B. C., at 8 a. m. Sailed, ss Nome City, for Seattle, at 4 a. m.; Mandasan Maru, for Seattle, at 7 a. m.; Multnomah, for San Pedro, at 11 a. m. Sailed, April 6; ss Northland, for Seattle via Vancouver, B. C., at 7 p. m.; Admiral Schley, for San Diego.

ASTORIA: Sailed, April 8; ss Ernest H. Meyer, for Everett, at 7:30 a. m.

VICTORIA, B. C.: Arrived, April 8; ss Fushimi Maru, from Yokohama, at the wharf, at 7:35 a. m. Passed out, ss Coconada, from Comox, B. C., for Hongkong; bge Acapulco, in tow tug Tatoosh, from Nanaimo, B. C., for San Francisco.

VANCOUVER, B. C.: Arrived, April 8; ss Rainier, from San Francisco.

NANAIMO, B. C.: Sailed, April 7; bge Acapulco, for San Francisco, in tow tug Tatoosh.

COMOX, B. C.: Sailed, April 7; ss Coconada, for Hongkong.

PORT ANGELES: Arrived, April 7; bktn Jas. Johnson, from Mukilteo, in tow tug Richard Holyoke; bge Wm. H. Smith, from San Francisco, in tow of tug Defiance. Sailed, tug Defiance, for Seattle.

DUNGENESS: Passed in, April 7; ss Argyll, for Tacoma, at 4:50 p. m.

BELLINGHAM: Sailed, April 7; ss Horace X. Baxter, *for Callao.*

PORT TOWNSEND: Passed in, ss Comanche, for Seattle, at 6:45 a. m. Passed in, April 7; ss F. S. Loop, for Port Ludlow, at 8:15 a. m. Passed out, Admiral Dewey, at 3 p. m.; tug John Cudahy, at 2 p. m.; ss Regulus, at 5 a. m. Arrived, schr Camano, from Port Ludlow, in tow of tug Wyadda, at 3 p. m. Passed out, April 6; schr Fred J. Wood, for sea, and bktn Jas. Johnson, for Port Angeles, in tow of tug Richard Holyoke, at 10:30 p. m.

PORT LUDLOW: Arrived, April 7; ss F. S. Loop, from San Francisco. Sailed, schr Camano, for Port Elizabeth, via Port Townsend, in tow of tug Wyadda.

EVERETT: Arrived, April 8; ss Wapama, from San Francisco.

MUKILTEO: Arrived, April 7; ss Mayfair, from San Francisco. Sailed, April 6; bktn James Johnson, for Sydney, N. S. W., via Port Angeles, in tow of tug Richard Holyoke.

TACOMA: Arrived, April 8; ss Argyll, from San Francisco. Arrived, April 7; ss Point Arena, from Portland, via Nanaimo and Victoria, B. C., at 7:30 a. m.; ss Borneo Maru and Queen, from Seattle; aux schr Santa Cristina, from Seattle, and schr Salvator, from Seattle, in tow of tug Prosper. Sailed, ss Latouche, for Seattle.

PORTLAND: Arrived, April 7; ss Rose City, from San Pedro, at 2 p. m. Sailed, ss Atlas and bge No. 93, from Linnton for San Francisco, at 5 p. m.; aux schr Wahkeena, for San Francisco, at 10 a. m.

ASTORIA: Arrived, April 7; ss Rose City, from San Pedro, at 3 a. m.; Trinidad, from San Francisco, 1:30 p. m. Sailed, ss Daisy Mathews, for San Francisco, at 8:30 a. m.; Wahkeena, for San Francisco, at 6 p. m. Sailed, April 6; ss Flavel, for San Pedro, at 8 p. m.

WIRELESS REPORTS.

(Canadian Government Wireless.)

April 7—Ss Spokane, off Addenbrook Island, northbound, at 8 p. m. Admiral Watson, off Scarlet Point, northbound, at 4:40 p. m. Ravalli, off Portier Pass, northbound, at noon.

(U. S. Naval Communication Service.)

April 7—Ss Anyox, towing bge Henry Villard, northbound, 70 miles east of Cape St. Elias, at 11 a. m. Victoria, southbound, off Cape St. Elias, at noon. Admiral Farragut, anchored at Kodiak, stormbound, at 8 p. m. Admiral Dewey, Seattle for San Francisco, 110 miles from Seattle, at 8 p. m. Argyll, Oleum, for Tacoma and Seattle, 40 miles from Seattle, at 8 p. m. Horace X. Baxter, Bellingham for San Pedro, 29 miles from Bellingham, at 8 p. m. Wapama, San Francisco for Everett, five miles east of Dungeness, at 8 p. m. power schr Belvedere, left Ketchikan for Arctic, at 4:20 p. m. Willamette, San Francisco for Grays Harbor, 90 miles south of Grays Harbor, at 8 p. m. Wahkeena, St. Helens for San Pedro, five miles south of Columbia River, at 8 p. m.

April 6—Ss Argyll, Oleum for Tacoma and Seattle, 268 miles from Tacoma, at 8 p. m. Rainier, San Francisco for Vancouver, 25 miles south of Tatoosh Island, at 8 p. m.

LINER TO TAKE PORT'S SECOND LARGEST CARGO

WHEN the huge Blue Funnel liner Tyndareus steams from Seattle, she will have in her holds the second largest cargo ever carried out of Elliott Bay, her shipments aggregating 14,000 weight tons. The greatest cargo ever taken from Seattle was ecarried by the former Great Northern liner Minnesota, when she steamed on her last voyage from this port. That was November 14, 1915, and the big vessel had 16,500 weight tons in her holds, the largest cargo in the history of the world, according to experts.

On a measurement basis, the Minnesota's cargo exceeded 23,000 tons, while the Tyndareus' cargo will aggregate 19,375 tons. The Tyndareus shifted this morning from Pier 14 to the port's Smith Cove pier to complete loading. Her major shipments consist of steel, box shooks and canned milk. Except the Minnesota, she is the largest ship ever to operate on the Pacific, according to the data available.

The Minnesota is now owned by the International Mercantile Marine of New York and is operating on the Atlantic under the name of Mahopac.

SHIPS MAY RELIEVE LUMBER MILL CONGESTION

E. F. Carry of Shipping Board Says Every Effort Will Be Made to Assist.

Relief of the present acute and growing congestion of Pacific Northwest lumber mill stocks because of the car shortage may come through water instead of land agencies, according to a telegram received today from E. F. Carry, in charge of the division of operation of the United States Shipping Board at Washington, D. C.

Last week, alarmed by the general car shortage, the Northwest lumbermen sent a telegram outlining the situation to Chairman Carry, whose position was created for the purpose of operating the ships put into service by the Shipping Board. Appeal was made to him to leave a certain number of lumber ships for use on this coast.

His reply, addressed by J. T. McVay, vice president of the Clearing House Association, Seattle, is as follows:

Situation Understood.

Replying to your telegram of March 29 addressed to Chairman Hurley and signed by "Bankers, Shipbuilders and Lumbermen in the Fir and Spruce Producing Section of Oregon and Washington," the situation you outline is understood and every effort will be made to keep the mills in operation.

It is our understanding that overland transportation is now being taken care of, and if not, we would be pleased to be informed of the difficulties. As regards water transportation, vessels have been assigned to carrying lumber and timber from the Pacific to the Atlantic. Also the board is encouraging charter vessels for South America and Australia.

It is not the board's intention to re*move from the Pacific other sailing* vessels or motorships to the Atlantic except for the carriage of lumber and which is for the benefit of the interests you represent. It is the present intention of the board to employ some of the steamers being plied in the Pacific for trade in that ocean.

LUMBERMEN DISCUSS COST OF PRODUCTION

With Edward Hazen of Portland as chairman, a special cost committee of the West Coast Lumbermen's Association met Saturday to discuss the actual costs of all varieties of lumber production in the Pacific Northwest. The committee may decide upon the employment of an expert accountant to audit many lumber books and formulate a definite conclusion.

The matter is regarded as of importance to the trade at this time because so many mills are handling federal orders at flat prices fixed by the government itself.

ENGINES FOR SHIPS REACH SEATTLE ON SPECIAL

Rushed by the United States Shipping Board across the continent in record time, a special train of eight cars arrived in Seattle yesterday afternoon with three 2,500-horsepower turbine engines for ships built by the Skinner & Eddy plant. The engines came from Schenectady and one of them was installed this morning in the direct contract steamship Ossineke.

The train will go down in railroad history as the Liberty Special. It left Schenectady the evening of March 27, making the run across the continent to Seattle in ten days. Under ordinary circumstances, twenty-eight days is required for bringing engines from Schenectady to Seattle, so that the Liberty Special smashed the regular schedule record to smithereens.

The Skinner & Eddy plant is hitting up such a terrific stride in shipbuilding that it outran the delivering ability of the transcontinental transportation system. The steamship Ossineke was launched March 14 and has been waiting for her 2,500-horsepower turbine. The Western Queen, a commandeered ship, launched March 28, is now ready for her engine.

Hurley Saves Situation.

Delay in the delivery of the ships was threatened by the transportation situation. Then Chairman E. N. Hurley of the Shipping Board stepped into the breech with a gigantic home run of his own. He ordered the Liberty Special and ordered it quick. He ordered, moreover, that it be sent across the continent at full freight train speed. His orders were obeyed all along the route.

The Shipping Board made great time with the train, but the engines arrived to find General Manager David Rodgers of the Skinner & Eddy plant ready to tackle the installation of the first engine. The Ossineke's big turbine was lifted into her engine room early this morning. The second of the three engines is for the Western Queen and the third is for a ship almost ready to slide into the waters.

The Ossineke will be delivered next week. Skinner & Eddy is the only plant in the country to date to deliver direct contract ships to Uncle Sam. The Ossineke is its fourth.

Tides at Seattle Tomorrow:

First high water	3:56 a. m.	11.9 ft.
First low water	10:28 a. m.	1.6 ft.
Second high water	4:33 p. m.	10.9 ft.
Second low water	10:33 p. m.	2.9 ft.

Sends 40,000 Words an Hour.

A French system of rapid telegraphy by which 40,000 words an hour can be transmitted has worked successfully for distances up to 900 miles in that country.

ALASKA FIRST OF FLEET TO STEAM FOR ANCHORAGE

Liner Takes 283 Passengers and Full Cargo of General Freight and Supplies.

First of the fleet of the Alaska Steamship Company to leave this year for Anchorage, Cook Inlet, the steamship Alaska steamed from Pier 2 this morning with 283 passengers and a full cargo of general freight and supplies. Every berth aboard the big vessel is taken with mining men, merchants, cannery employes, fishermen and other travelers bound for ports in the North.

The Alaska has 200 cannerymen, including crews for the plants of the Northwestern Fisheries Company in Orce and Seldovia and for the Copper River Packing Company in Abercrombie on the Copper River. The vessel has a total of thirty passengers for Anchorage, nearly all of whom are business men.

Bound for ports in Southeastern Alaska the steamship Despatch of the Seattle Steamship Company sailed from Seattle this morning. The vessel has seventy-five passengers and a cargo of general freight and cannery supplies.

Beginning her first voyage this year to ports in the North the steamship Humboldt of the Humboldt Steamship Company will sail from Seattle at 10 o'clock Wednesday morning for Skagway and way ports. A large passenger list and cargo has been booked for the voyage. General Manager Max Kalish announced today that there will be no change in rates and that those in effect last year will obtain between Seattle and ports in Southeastern Alaska.

MOVEMENTS OF VESSELS

TO SAIL.

April 9—Queen, San Francisco, Wilmington, Los Angeles and San Diego, Pier D.

April 10—Humboldt, Southeastern Alaska, Pier 7.

Cordova, Morzhovoi Bay and Herendeen Bay, Pier 2.

Bowler, Manila and Shanghai, Smith Cove Terminal.

April 11—Rainier, San Francisco and Los Angeles, Albers Bros. Mill.

April 12—Governor, San Francisco, Wilmington, Los Angeles and San Diego, Pier D.

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

Northland, San Francisco, Albers' Mill.

April 14—City of Seattle, Southeastern Alaska, G. T. P. Pier.

Prince George, Prince Rupert, G. T. P. Pier.

April 15—Santa Ana, Southeastern Alaska, Pier 2.

Latouche, Southeastern Alaska, Pier 2.

April 16—Northwestern, Southeastern and Southwestern Alaska, Pier 2.

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

April 17—*Jefferson*, Southeastern Alaska, Pier 2.

Redondo, Southeastern Alaska, Pier 2.

April 18—Spokane, Southeastern Alaska, G. T. P. Pier.

April 19—Admiral Farragut, Southeastern and Southwestern Alaska, G. T. P. Pier.

President, San Francisco, Wilmington, Los Angeles and San Diego, Pier D.

April 20—Valdez, Cordova, Ellamar, Latouche, Nyak and Anchorage, Pier 2.

April 23—Portland, Southeastern Alaska, Pier 9.

April 25—Despatch, Southeastern Alaska, Pier 9.

TO ARRIVE.

April 8—Fushima Maru, ports in the Orient, G. N. Pier.

Governor, San Francisco and Southern California ports, Pier D.

Wapama, San Francisco and Los Angeles, Everett.

April 10—Africa Maru, ports in the Orient, Pier 6.

Tensho B. Maru, Orient.

Northland, San Francisco, Albers Mill.

Northwestern, Southeastern and Southwestern Alaska, Pier 2.

April 12—Kamo Maru, ports in the Orient, G. N. Pier.

City of Seattle, Southeastern Alaska, G. T. P. Pier.

April 13—Admiral Farragut, Southeastern and Southwestern Alaska, G. T. P. Pier.

April 14—Admiral Schley, San Francisco, *Los Angeles and San Diego, Pier D.*

April 15—Dairen Maru, Orient.

Ayaha Maru, Calcutta, Smith Cove Terminal.

April 16—Tillamook, Southeastern Alaska, G. T. P. Pier.

April 19—Mexico Maru, Orient, Pier 6.

April 20—Alameda, Southeastern and Southwestern Alaska, Pier 2.

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Private Crematory. Columbarium.
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(Ambulance Service Day or Night.)

DEATHS AND FUNERALS.

LOYD—At his home, 917 W. 65th St., April 3, 1918, John Henry Loyd, aged 62 years. Born at Key Port, Monmouth County, N. J.

BLY—In this city April 3, 1918, Mrs. Mary M. Bly, aged 50 years, beloved wife of J. W. Bly and mother of Miss May Bly.

Funeral services will be held at St. Anne's Church, Second Avenue West at West Lee Street, Wednesday morning at 9 o'clock. Friends are invited to attend. Interment at Calvary Cemetery. Bonney-Watson Co., funeral directors.

LAUBNOR—At Sedro-Woolley, Wash., March 31, 1918, Fred Laubnor. Member B. P. O. E.

Funeral services will be held at the parlors of Bonney-Watson Company, 1702 Broadway, Tuesday at 1:30 p. m., under auspices of Seattle Lodge, No. 92, B. P. O. E. Friends and brother Elks invited to attend. Interment at Lake View Cemetery.

BARBER—At the family residence, 141 39th Ave. N., April 7, 1918, Mrs. Rosantha Barber, aged 81 years, beloved mother of E. G. and H. E. Barber.

Funeral services will be held at the parlors of Bonney-Watson Company, 1702 Broadway, Tuesday afternoon at 3 o'clock. Friends are invited to attend. Cremation.

ATHERTON—In this city, April 7, 1918, Mrs. Edgar Atherton, aged 55 years.

Funeral services will be held Tuesday morning at 11 o'clock in the parlors of the Bonney-Watson Company, 1702 Broadway. Interment in Lake View Cemetery.

NICHOLS—At the family residence, 610 22nd Ave. N., April 6, 1918, Joseph J. Nichols, aged 84 years, beloved father of Joseph R. Nichols of this city and Walter J. Nichols of San Francisco, Cal.

Funeral services will be held in the parlors of Bonney-Watson Company, 1702 Broadway, Tuesday at 4:30 p. m. Friends are invited to attend. Cremation, private.

ROCHER—At the family residence, 519 23rd Ave. S., April 8, 1918, Mrs. Elizabeth Rocher, aged 39 years, beloved wife of G. H. Rocher.

Funeral services will be held in the parlors of Bonney-Watson Company, 1702 Broadway, Tuesday at 12 o'clock noon. Friends are invited to attend. Cremation.

DAVISON—In this city, April 6, 1918, Harry Davison, aged 22 years, of 1427 16th Ave. Body at private reception room of Butterworth & Sons, morticians, being prepared for shipment to Washington, D. C.

FLINT—At 2122 Seventh Ave., April 6, 1918, William Flint, beloved husband of Lydia Flint, aged 55 years.

Funeral services will take place today (Monday) from the mortuary chapel of Butterworth & Sons, 1921 First Ave., at 4 p. m. All friends invited. Interment at Washelli.

HANDLEY—Henry Handley, aged 84 years, of 3907 Bagley Ave., beloved husband of Mrs. Agnes Handley and father of Agnes G., Helen, Daniel F., George M. and John L. Handley and Mrs. Mary Dalzell.

Requiem mass Tuesday morning at 9 o'clock at St. Benedict's Church. Interment Calvary. Remains at Manning's funeral parlors, 11th Avenue and Olive Street.

WICKIZER—Sarah Teresa Wickizer, aged 40 years, wife of Victor Wickizer and beloved sister of Mrs. Margaret Seipman, Miss Ellen Drake, Mrs. Catherine Nawtril and John J. Ryan.

Requiem mass Wednesday, 9 a. m., at Immaculate Conception Church. Interment Calvary. Remains at Manning's funeral parlors, 11th Avenue and Olive Street. Jacksonville, Ill., and Chicago papers please copy.

TOO LATE TO CLASSIFY.

"YES, the John Paul Lumber Co., 3rd Ave. W. and Ewing St., sell four-inch beveled cedar siding at from $9 to $15; short flooring ceiling rustic $16. House bills furnished complete except hardware. Will deliver any part of city."

WANTED—First class helpers for furniture moving van, also expert furniture packer. Central Storage Company, 105 White Bldg.

FRAME house tent, 20 by 30 feet. Queen Anne 112. 2206 First West. Call 8 to 5.

WANTED—Second-hand piano; cheap for cash; must be in good condition. 1518 11th Ave. S.

WANTED—Colored woman or girl to take charge of 4-room apartment and 2 small children; no washing; $25. Phone Martinique Apts., Apt. 205.

WANTED—Middle-aged woman or girl to take charge of small apartment and 2 children; no washing; $25. Martinique Apts., No. 205.

ONE inlaid mahogany dresser, one chiffonier to match, cheap; lovely pieces. 2714 Elliott.

WANTED—Young man as plumber's helper; steady position. Phone Queen Anne 3274.

WANTED—Plumber. Call 311 Olive St. Phone Queen Anne 3274.

WANTED—Bids for plastering and papering cottage. 4510 Dawson S. W.

GOOD opportunity for high school boy to learn sheet metal trade. Apply 88 Columbia St. Phone Main 2333.

HEATED 3-room apartment, beautifully furnished, in private home; adults; references. 1147 Federal Ave.

CAPABLE woman or girl for general housework; small family; good wages. Capitol 3306.

LADY wants to pay $1 week, assist with light housework, 9 to 1, for room and board. Elliott 1179, room 5.

FOR SALE—Portable wood saw, practically new, 8-horse engine; best offer takes it. 4013 Seventh Ave. N. E., Seattle.

TEAMS WANTED.
506 Seaboard Building.
Phone Main 1641.

OAK dining room set, bed spring, mattress and rockers. 1210 North 44th St., near Stone Way.

GARDEN home, 1 acre black soil, orchard, berries; 4-room house; near Seattle; terms. Box 702, Seattle.

MARRIED couple, no children, want furnished bungalow or apartment, about April 18; Woodland Park district preferred; reference if desired. Phone Ballard 1971.

WANTED—Competent girl for second work; wages $40. 128 Highland Drive.

THREE unfurnished rooms; reasonable. 111 27th Ave. S.

GIRL for housework; family of three. Call Elliott 293 after 10 a. m.

SETTER, 1 dogger, 1 boom man, GMC truck driver, 10 yardmen. Mullins Sawmill Co., 3443 Klickitat Ave. Elliott 1915.

WANTED—Car and driver, who can leave Seattle two or three weeks at a trip, driving salesman to farms, covering thirty-five miles a day; driver pays own and machine expenses; good chance to work up to salesman for right driver; no baggage. Ask for Corbin, 523 Colman Bldg., Seattle.

WANTED—Experienced chambermaid. Boyd Hotel, 216 Spring St.

EXPERIENCED maid for night work, 7 to 10. Apply Northern Hotel.

NEWLY furnished modern 4-room house; piano. 4606 West Brandon.

TOO LATE TO CLASSIFY.

ROOMS, $1.50; also nice, light housekeeping rooms; reasonable. 2014 East Cherry.

CORONA APARTMENTS—One 2-room apartment for man and wife or 2 gentlemen. Take Aloha car near Roy. Queen Anne 2048.

TWO reliable business girls wish well furnished house or apartment few months or entire summer; must be in good location and thoroughly desirable; able to furnish excellent references. Phone Kenwood 524 after 6.

ROOM and board for two; steam heat, hot and cold water. 222 Broadway North. Capitol 3292.

WANTED—Teamster for coal wagon; married man preferred. Also man to work around coal yard. 609 10th Ave.

ALASKA STEAMSHIP COMPANY

Safety, Service, Speed

Ketchikan, Juneau, Cordova, Valdez, Ellamar, Latouche, Seward, Knik Anchorage.
S. S. NORTHWESTERN..........9 A. M., APRIL 16

Ketchikan, Juneau, Cordova, Valdez, Ellamar, Latouche, Seward, Knik Anchorage.
S. S. ALAMEDA..........9 A. M., APRIL 24
Sailing of May 8 connects at Seward with S. S. Dora for westward ports

For Ketchikan, Wrangell, Petersburg, Treadwell, Douglas, Juneau, Thane, Haines, Skagway.
S. S. JEFFERSON..........9 A. M., APRIL 17

Right reserved to change this schedule without notice.
City Ticket Office, 707 Second Ave. Phone Main 6686. Sailings from Pier 2.

PACIFIC STEAMSHIP COMPANY
THE ADMIRAL LINE

TICKET OFFICE 808 SECOND AVENUE PHONE ELLIOTT 2068

FOR CALIFORNIA—SAILING FROM PIER D

S. S. QUEEN..........Tuesday, April 9, 11 A. M.
S. S. GOVERNOR..........Friday, April 12, 11 A. M.

San Francisco — First-class fares one way $19.00, $23.00, $25.00. Round trip $37.00.
Los Angeles — First-class fares one way $28.35, $33.85, $35.35. Round Trip $55.50.
San Diego — First-class fares one way $31.00, $36.50, $38.00. Round trip $59.00.

Fares Include Berths and Meals. Fares Subject to 8 Per Cent War Tax.

FOR ALASKA—SAILING FROM GRAND TRUNK DOCK, 10 A. M.

S. S. City of Seattle...April 14 — For Skagway, Ketchikan, Wrangell, Petersburg, Fort W. H. Seward, Juneau, Treadwell, Thane, Douglas, Haines.
S. S. Spokane........Apr. 18 — For Skagway, Ketchikan, Wrangell, Petersburg, Fort W. H. Seward, Juneau, Treadwell, Thane, Douglas, Haines.
S. S. Adm. Farragut...Apr. 19 — For Anchorage, Cordova, Valdez, Seward, Ketchikan, Petersburg, Treadwell, Juneau, Yakutat, Katalla, Latouche, Port Graham, Seldovia, Kodiak, Alitak.

Right reserved to change this schedule without notice.

Lowest Rates. Safety. Comfort.
Seattle Steamship Company Independent Steamship Line
Southeastern Alaska.

S. S. Portland — From Pier 9. Freight and Explosives. For Ketchikan, Wrangell, Petersburg, Yes Bay and Chomly. — 8 P. M. Apr. 23
S. S. Despatch — From Pier 9. Passengers and Freight. For Ketchikan, Petersburg, Treadwell, Douglas, Thane and Juneau. — 8 P. M. Apr. 25

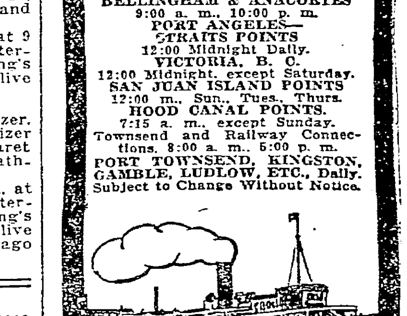
General and Ticket Office, No. 103 Yesler Way. Main 37. Wharf, Freight Office, Pier No. 10. Main 2480. Also Pier 9. Elliott 3045.

Strs. NORTHLAND and RAINIER
FREIGHT ONLY

Sailing weekly between Seattle and San Francisco from Albers Bros. Milling Co. dock, foot of Massachusetts St. For further information, cargo reservations, etc., call on or address Albers Bros. Milling Co. Tel. Main 553.

PUGET SOUND NAVIGATION CO.

Colman Dock, Foot Marion St.
TACOMA—FAST SERVICE.
7:00, 9:00, 11:00 a. m., 1:00, 3:00, 5:00, 7:00, 9:00 p. m.
BELLINGHAM & ANACORTES
9:00 a. m., 10:00 p. m.
PORT ANGELES—STRAITS POINTS
12:00 Midnight Daily.
VICTORIA, B. C.
12:00 Midnight, except Saturday.
SAN JUAN ISLAND POINTS
12:00 m., Sun., Tues., Thurs.
HOOD CANAL POINTS.
7:15 a. m., except Sunday.
Townsend and Railway Connections, 8:00 a. m., 5:00 p. m.
PORT TOWNSEND, KINGSTON, GAMBLE, LUDLOW, ETC., Daily.
Subject to Change Without Notice.



For Tacoma
KENT AND AUBURN
ENUMCLAW AND BUCKLEY

LIMITED TRAINS, hourly, Seattle, Kent, Auburn, Tacoma, 70 minutes—Leave Seattle, 7:30, 9:00, 10:00, 11:00 a. m., 12:00 noon, 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 9:00 and 11:10 p. m. An extra limited train will leave Seattle for Tacoma at 1:00 a. m. Sunday nights only.

LOCAL TRAINS—6:00, 8:10, 10:10 a. m., 12:10, 2:10, 4:10, 6:10, 8:10, 10:05 and 12:00 midnight (last train).

Seattle to Renton—*5:10, 6:35, 7:05, 7:35 a. m. and hourly thereafter until 3:35 p. m., then *4:11, 4:35, *5:05, 5:35, *6:11, 6:35 p. m., and hourly thereafter until 10:35 p. m., and then 12:00 p. m., last train.

Renton to Seattle—*5:57, 6:24, *6:57, 7:24, *7:55, 8:24 a. m., and hourly thereafter until 4:24 p. m., then *5:00, 5:24, 6:24, *7:00, 7:24, 8:24, 9:24, 10:24, 11:24 p. m., last train.

*Daily except Sunday.

ENUMCLAW AND BUCKLEY—Direct connection via Auburn and Enumclaw Transportation Co. Leave Seattle, 7:30, 10:00 a. m., 1:00, 3:00, 5:03 and *8:10 p. m.

*Saturdays and Sundays only.

PUGET SOUND ELECTRIC COMPANY, Depot, Occidental Ave. and Yesler Way. Phone Main 1148.

FOR MOVEMENTS OF TRAINS CALL TIMES INFORMATION BUREAU MAIN 300

Everett Interurban
SEATTLE TO EVERETT

Limited trains, 10:30 a. m.; 4:30, 5:30, 6:30 p. m. Local trains, 6:30, 7:30, 8:30, 9:30, 10:32B, 11:30 a. m.; 12:30, 1:30, 2:30, 3:30, 4:32, 5:32, 6:32B, 7:45, 9:00, 10:20, (11:05 p. m., Saturday and Sunday only); 12 midnight.

To Snohomish, Hartford, Monte Cristo, Monroe

For various connections see ticket agents. Ticket offices—Seattle, Fifth Ave., near Pine; Greenwood, Ajax Drug Store, Eighty-fifth and Greenwood.

B indicates baggage trains.
All trains daily except as noted.
Freight depot, Massachusetts and Utah St.
PACIFIC NORTHWEST TRACTION CO., EVERETT, WASH.

NAVY YARD ROUTE

S. S. H. B. Kennedy, Kitsap II., Tourist leave Colman Dock, Seattle, effective April 1, 1918, daily 6:30 (except Sun.), 7:30, 10:30, 11:30 a. m., 1:30, 3:15, 5:15 p. m.
9:30 p. m. Saturday and Sunday.
11:30 p. m. Wed., Sat., Sun. Fare 50c round trip.
Main 3101 or Information Main 3393.