UNDER WAY WITH **BIG ACTIVITY**

For Next Five Months Central Alaska Will Bask in Balmy Summer Weather.

Released from the fetters of winter by the annual break-up, traffic on the great reaches of the Yukon River is once more in full operation, according to advices received today by the head offices of the White Pass & Yukon Route. For another five months, Central Alaska and the Yukon Territory, will hask in summer weather, with all rivers open and the mining industry buss with the annual clean-up.

The first vessel to leave Whitehorse for the lower Yukon, including Fairbanks, steamed from the up river port Tuesday evening. This carrier is the steamboat Yukon and she is now well on her way down the river. Her departure marked the resumption of full traffic activity in the vast interior. The Atlin season opened Monday evening when the steamboat Tutchi salled from Carcoss for Atlin.

Excursion Attracts Tourists.
Despite war-time conditions, the White Pass & Yukon's "midnight sun excursion to old Fort Yukon is receiving encouraging patronage this season. Forty-five pleasure seckers, seeking a short vacation from the strenuous period of the war cra, will board the steamship Casca at Whitehorse Juneals on the annual pilgrimage to Fort Yukon. Several parties already have one north and the others are now departing from Seattle on various steamships.

gone north and the others are now ucparting from Scattle on various steamships.

The Casca will arrive at Fort Yukon
June 22, and the tourists will devote
all that night to watching the sun
swing around his orbit without dipping
below the horizon. The following day,
the steamboat will head back to Dawson, arriving there June 24. Thence the
Casca will take the tourists back to
Whitchorse and the excursion will close
yith two days in the Atlin district.

Zipf Goes North.

Albert F. Zipf, traflic manager of the
White Pass & Yukon, with headquarters
in Seattle, will go north again this seamissed in Alaska and the Yukon since
the exciting days of 1898 and he has
been busy ever since trying to explain
matters to the old sourdoughs. He was
detained "outside" by business, but conditions this year are different and Zipf
and the sourdoughs fonce more will
foregather to exchange yarns of the
good old days when a fresh eag was
more valuable than a damond.

SEATTLE MAILS TO ALASKA AND ORIENT

DEEP SEA VESSELS

SIGHTED AT THE CAPE.

(From U. S. Weather Bureau.)

OOSH ISLAND, June 13.—S a. m.—

rain: wind douth, fifteen miles an

passed in fish sicht Republic, at 5:15

fish sicht Mary, at 7:10 a. m. Passed

Valdez, at 5:10 a. p. 10.

LTPL, at 7:10 p. m.—

valid southwest, eight miles an hour,

to m.—Passed in, se Willamette, at 2

ss Wasco, at 3:30 p. m. 11:10 a. m.—

light southwest wind.

ARRIVED AT SEATTLE,

s 12—Sa Marka, from Anghorage via

June 10—88 Maska, from Anghorage via Southwestern and Southeastern Alaskan ports, at \$125 a. m.; Alkokn Maru, from Esquimalt, B. C. at \$1. m.; Hoquiam, from Tacoma, at 1 a. m., June 10—88 Malay Maru, from Bombay via ports, at 1 p. m.; Skugway, frog Tacoma, at 2 b. m.

SAILED FROM SENTILE.

SAILED FROM SENTTLE.

Jupe 12-Ss Nanking, to adjust compasses
and then for San Francisco, at 19:50 % m.;
City of Scattle, for Southerstern Alaskin
norts, at 19:50 a. m. June 12-Motor schr
Marie de Ronde, for Callao, at 5 p. m.

ALASKA VESSELS.

SEWARD: Sailed, June 11; sr Admiral
Farragut, westbound, at 11 p. m.

VALDEZ: Sailed, June 12; ss Northwestern, weatbound, at 1 n. m.

(KETCHIKAN: Sailed, June 12; ss Redondo, southbound, at 4 n. m.; Spokane,
northbound; at 6 p. m.

northbourd; at 6, p. m.
OTHER PORTS.
SYDNEY, N. S. W.; Arrived, June 2; bktn
Aurora, from Port Angeles, thence March
29,8

SAN PEDRO: Arrived, June 12; ss Governor, from Scattle via San Prancisco, Davenor, from Scattle via San Francisco, Davenor, from Scattle via Tacoma, San Pitancisco; Davenor, from Scattle via Scattle via Hone, from Scattle via Scattle via Hone, from Scattle via San Diezo, at 1 n. n., Santa Linz, for West Coast. for Seattle, at 5 p. m.; Santa Incz, for Weet Coart.
Coart p. m.

TORT TOWNSEND: Arrived, June 11: ss
Alaska, for Seattle, at 5:19 a. m.; Yoshida
Maru No. 5, for Tacoma, at 8:15 a. m.
Passed out se W. S. Porter, at 7:15 a. m.
Passed in June 11: ss President, for SeatJune 11: ss President, for SeatGeorge Loomis, for Point Well, at 11:17

Lym.

George Loomis, for Point Wells, at 11th a. vin.

EVERRETT: Arrived, June 13: se Williamette, from San Francisco, Satient ss W. S. Porter, for Gaviota. Arrived, June 12: se President, from Variouser, E. C., and preceeded for Scattle vin Tacoma.

POINT WILLIAM STORM STORM TO TACOMA. Satient, June 12: se Tacoma in Tac

WIRELESS REPORTS.

towing log raft for San Francisco, at 4 p. m.

WIRELESS REPORTS.

4Canadian Government Wireless.

June 12—88 Alaska, abram Large four four broad and the first part of the fir (U. S. Naval Communication Service.)

Jane 12—Admiral Nicholson, Seattle for ingless, of Cape Chaen, at \$ p. m. Spotare, anchored in fog, \$6 miles south of Setchikap, northbound, at 2 a. m. Klamati, Stetchikap, northbound, at 2 a. m. Klamati, it Columbia River, at \$ p. m. Wahiteen, it Columbia River, at \$ p. m. Wahiteen, it Cape Elanco, at \$ p. m. Wahiteen, and Francisco for Seattle, 120 miles north to Cape Chanco, at \$ p. m. Alameda, wear sound, 40 miles west of Cape St. Pilas, at \$ m. m. Contingenter, left Neile Juean for Dright Range, and the property of the commission passed a motion that all employes entering the service of Uncle Sam should be entitled to their annual vacations. This reverses a pointing and the continue of the commission passed in the property of the commission passed in the property of the commission passed at all employes entering the service of Uncle Sam should be entitled to their annual vacations. This reverses a pointing to the current scale on the Sound.

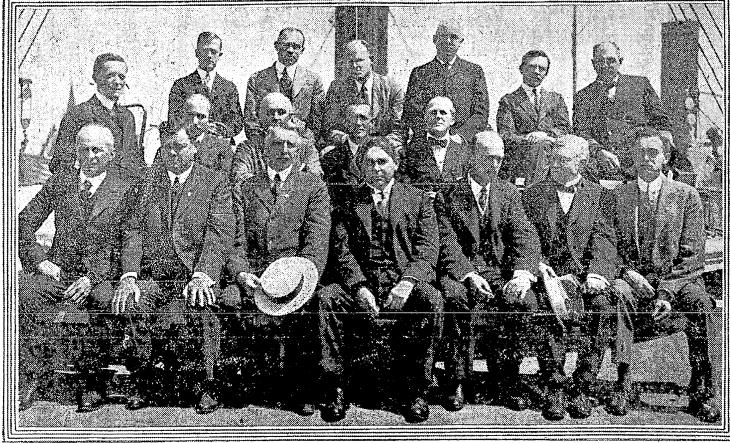
The auditor's labor revolving fund was increased from \$18,500 to \$50,000, another evidence of the increasing content of the increasing content of the increasing content of the property of the commission passed a motion that all employes entering the service of Uncle Sam should be entitled to their annual vacations. This reverses a pointing to the current scale on the Sound.

The auditor's labor revolving fund was increased from \$18,500 to \$50,000, another evidence of the increasing content of the increasing content of the current scale on the sound.

The auditor's labor revolving fund was increased from \$18,500 to \$50,000, another evidence of the increasing content of the increasing content of the property of the commission passed a motion that all employees entering the service of Uncle Sam should be entitled to their and the property of the commission passed and the commission passed another evidence of the increasing content of the current scale on the sound.

· e

TRAFFIC ON YUKON RECRUITING FOR MERCHANT MARINE SEATTLE'S OLD-TIME



Shipping Board's Representatives Seeking Men for Uncle Sam's Ships.

ton harbor May 25, on the deck of the steamship Calvin Austin, flagship of the United States Shipping Board's the United States Snipping boards raining squadron, during the recent national conference of offices of the Shipping Board's recruiting service. Those in the picture are:
Lower row (left to right), William J. Grambs of Scattle, chief of the

WILL LAUNCH MANY NEW SHIPS ON JULY FOURTH

HIGH PRICES HIT

PORT COMMISSION

Bids on Warehouse at Spo-

'kane Street Terminal Exceed Estimate by \$30,000.

When the Port Commission yesterday afternoon opened bids for the construction of the proposed new two-story frame warehouse for canned salmon

storage at the Spokane Street Terminal, it found that the lowest tender ex-

cooded the estimate by nearly \$30,000.

Bids were submitted by four tirms, P. A. Harrington being the low bidder with \$99,600. "His bed was taken under advisement and the others were rejected.

The port's estimate on the construc-tion of the building was \$70,000. The difference between the estimate and the

low bid led to some discussion. For the

big timbers necessary for the building, \$50 a thousand board feet will have to

be paid, it was brought out. Several years ago the price was \$10. Vertical grain lumber for the flooring now costs \$45 a thousand, as compared with \$14

a few years age. Lumber, however, had

guinped long before the port made its estimate, but it developed that in the last few mouths there had been an upward tendency on many of the materials to be used in the warehouse.

Proposed "Free Port" Legislation.

City Sewer Wanted.

Representatives of the City Health Department and the port's tenants in the Canal waterway industrial community appeared before the commission and asked that it join in a pertition for a city sewer in that district. The request was referred to Nicholson with power to act the commission to when the contribute to a "safety first" measurement. The commission raised the wages of all firemen, olders and decklands on its ferry boats to \$105 a menth, thus conforming to the current scale on the Sound.

Shipping Board's navigation and marine engineering schools in Section 6: Hardy Croon of Jacksonville, chief of Section 7: Middle row (standard of Boston, director of the Shipping Board's recruiting service; Hrof. Edward F. Miller, Massachusetts Institute of Technology, Chief instructor in navigation; the structor in marine engineering; John structor in marine engineering section in the structor in marine engineering section in the section 7. Middle row (steiting), Cleveland Bigelow of Boston, Sea Service Bureau; Edward F. Hovey, Jr., of Boston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the district of the Sea Service Bureau; Edward F. Flyin of Eoston, assistant to the distri

O. S. K. LINER HERE MINIMUM TO ENTER U. S.

FHILADELPHIA, Thursday, June 13.—Charles M. Schwab, directorgeneral of the Emergency Fleet Corporation, in an address at a patricular and the Emergency Fleet Corporation, in an inderess at a patricular and the summary of the service of the would not be surprised if between fifty and seventy ships are launched throughout the country on Independence Day. He said he had sent out an appeal to speed up and launch as many ships that day as possible. From 40 to 45 per cent, of the ships being built under the Emergency Fleet Corporation supervision are being constructed in the Fhiladelphia district, Schwab said. Malay Maru Had Close Call Order Issued by Director Gen-From Destruction at Raider's Hands 3 Years Ago.

guns of the German war ship had done torrible execution and Russian dead were floating about in the harbor. One French cruiser and three or four French destroyers were in Penang when we arrived and upon the advice of their officers we remained in the harbor for ten days for fear the Emden was waiting outside for us. The big liner Stwa Maru of the Nippon Yusen Kaisha and the freighter llokkai Maru were also in Penang and were held until it was considered safe for the vessels to continue their vorages. The Australian cruiser Sydney rid the seas of the daring raider soon after its dash into Fenang harbor. The Malay Maru brought a full cargo of rice, beans, oil, taploca and other Far East shipments, 6,000 measurement tons in all. Fecause of the crowded condition of Seattle shipping terminals, the vessel was sent to the Lilly flour mill on the Wost Waterway, where she was discharging forday. Sie is the second Osaka Shosen Kaisha freighter, to be diverted to a kull pier within the last few days, the kunajiri Maru having discharged the bulk of her corgo at Albers Broef terminal. terials to be used in the warehouse.

Proposed "Free Port" legislation.

Attorney C. J. France called the commission's attention to the proposed "free port" legislation in Congress which would make San Francisco the only "free port" district on the Coast. He suggested that the commission get busy. France was instructed to prepare a detailed report.

The commission received a communication from the Chamber of Commerce and Commercial Club asking it to join in the effort to have the wheat crop of the Western states moved to the Pacific Ceast for transshipment by water through the Fanama Campto the Admit coast and Europe. The Grain Administration is said to be favorable to the preposition, planning to send the Mentana crop to the Coast. The fact that the Port Commission has the huge bulk grain elevator in the East Waterway is a factor in the case. The commission will investigate the matter.

The Washington Machinery & Equipment Company filed an application for a lease to an industrial site of one and a half acres innecliately north of the Smith Cove Pier. The application was referred to Pert Manager Hamilton Higday and Chief Engineer George F. Nicholson.

Cits Sever Wanted.

Representatives of the City Health Department of the Property tenants in Department and the port's tenants in

MOVEMENTS OF VESSELS

TO SAIL.

June 13-City of Seattle, Southeastern Alaska, G. T. F. Pier.
Rainer, San Francisco and Los Angeles, Albers Mill.

June 11-Slasway, Southwestern Alaska, June 11—Shasway. Southeestern Pier 2. President, San Franckeo, Los Augeles and San Diego. Pier D. Redondo. Southeasiern Alaska, Pier 2. June 13—Santa Ana, Southeastern Alaska, Pier 2 and, Manila, Singapore and Bom-bay. Stacy Street Pier.

bay, Stacy Street Pier, Willamette, San Francisco and Los Angeles. 16-Jefferson, Southeastern [Alaska, nne 16-Jetterson Bouthwestern Pier Z. Alaska, Southeastern and Southwestern Alaska, Pier L. Admiral Schley, San Francisco, Los An-reles and San Diego, Pier D. Cararao, Southeastern Alaska, G. T. P.

Piet. r 17-Northland, San Prancisco, Albers

Carawao. Southeastern Alaska, G. T. P.
Pier.
June 17—Northland, San Prancisco, Albers
Mill.
Humboldt, Southeastern Alaska, Pier 7.
June 18—Queen, San Francisco, Hos Angeles
Byd San Dieco, Teller, Decring, Kotzebus Southeastern Alaska, G. T. P. Pier,
Admiral Farragut, Southeastern Alaska, G.
T. P. Pier,
Admiral Farragut, Southeastern and
Southwestern Alaska, G. T. P. Pier,
Governor, San Francisco, Los Angeles and
Chicago Maru, porte in the Oricot, Pier 6.
June 21—Northwestern, Southeastern and
Southwestern Alaska, Pier 2.
June 25—Northwestern, Southeastern and
Southwestern Alaska, Pier 2.
June 25—Swaw Maru, ports in the Orient,
G. N. Pier, To Arrive,
June 25—Swaw Maru, ports in the Orient,
G. N. Pier, To Arrive,
June 25—Swaw Maru, ports in the Orient,
G. N. Pier, To Arrive,
June 13—Walkeena, San Pedro, Pier 2.
June 15—Northland, San Francisco,
Los Angelos and San Diego, Pier D.
June 15—Northland, San Francisco, Albers
Mill.
Admiral Parragyt, Southeastern sand

Mill.
Admiral Parragut, 2 Southeastern and Southwestern Alaska. G. T. P. Pier. Humboldt. Southeastern Alaska. Pier 7. Redondo. Southeastern Alaska. Pier 7. Redondo. Southeastern Angka. Pier 2. June 16.—Tenkal Maru, Orient, N. P. Pier. Queen, San Prancisco, Los Angeles and San Diego, Pier, D. Prince George, Prince Rupert, G. T. P. Pier. San Diego, Pierrica Frince George, Prince Rupert, G. 1. Janua D. Kame Maru, Orient, G. N. Pier, June 21.—Northwestern, Southeastern and Southwestern Alaska, Pier June 22.—Mexico Maru, Orient, Pier 8. June 23.—Wexico Maru, Orient, Pier 8. June 24.—Victoria, Name and St. Michael, Pier 2.

FOR SWITCHING **ABOLISHED**

eral Modifies Increase in Certain Freight Rates.

Amendments authorized by Director-General W. G. McAdoo to General Order No. 28 which provided for a 25 per cent increase in intrastate and interstate freight rates to become effective June 25 will do away with the minimum charge of \$15 a car on intraterminal and interterminal switching, also on logs, brick, sand, gravel, crushed rock and a number of other commodities that could not bear the increased tariff.

The announcement, made at Washington, D. C., yesterday by the directorgeneral, and supplemented today by a statement made by Chairman F. W. Robinson, chairman of the traffic committee in the Seattle district, will avoid a strenuous protest that was to have been made to the state. Public Service Commission and will be of especial value to Seattle shippers and lumbermen in the Northwest.

Had the terminal switching rates been increased so as to provide for a minimum, charge of \$15 a car, it would have been practically impossible in Seattle to move the cheaper classes of fuel used by several steam heating plants, would have made a big increase in the cost of Ladysmith coal which is handled by railroad cars between barges and the retailers yards, and would

have added a heavy burden on local industries and wholesale firms that use railroad cars in local drayage service.

The \$15 minimum rule would have added \$1 a thousand to the cost of logs shipped from camps located on railroad lines. This extra charge-would not have to be met by logging camps located on tide water or streams and would have placed a serious haddeap on operators in the interior.

Nite Not Seriously Affected King Not Seriously Affected.

Ning Not Seriously Affected.

Contractors and road builders claim that such commodities as sand, gravei, crushed rock, brick and similar products could not stand the \$15 minimum charge. At present King County is not seriously affected in its road building program by the proposed rate increase on road building materials, for supplies for the hard surfaced roads under construction on the cast side of Lake Washington can be landed from batges at the work while on the Auburn-Enumelaw nords and and gravel can be obtained from nearby pits. In railroad circles it is believed the latest order from the, director general is a concession to the various public service commissions and railroad commissions. Some of the state organizations already have protested and Arizona has denied the right of the director general to interfere in the regulation of intrastate rates. Shippers had planned in the event the intraterminal charges stood to protest to the Public Service Commission made to assert the right of the state board to pass on purely state rates. Whether or not the concessions made by the director general are sufficient to nutriely avoid clashing with the Public Service Commission has not been determined by railroad men and shippers. Other rate questions are leing investigated by the commission and shippers for the purpose of basing protests.

PORT WOULD LOWER SWITCHING CHARGE

Extending the fight to obtain modifications in Director-General W. G. McAdoo's recent order providing for a horizontal increase. 25 per cent in railroad switching the set. the Port Commission yesterday atterneon sent telegrams to the state harbor boards of California and Louisiana and the public docks commission of Portland. Ore. saying that the new order had been issued apparently for "revenue purposes" and not "efficiency purposes."

100

OLD CONGRESS PUTS TO SEA **AS NANKING**

M'ADOO ORDERS NEW FREIGHT RATE CHANGE

WASHINGTON. Thursday, June 13.— odifications of the recent freight rate crease order, announced last night by Director-General McAdoo provides that the plan by which intrastate rates would have been canceled when in conflict with interstate rates shall be rescinded; that the minimum charge of \$15 a car shall not apply to local switching movements nor to heavy articles such as brick, sand, lumber, ore and coal; and that the increase of 15 cefts a hundred pounds on cotton is to apply to any quantity instead of only to carloads.

NORTHWEST FRUIT MEN PROTEST FREIGHT RATES

WASHINGTON, Thursday, June 12.—Northwestern truit growers protested through Senator Foindexter of Washington today against the Lailroad Administration's proposed increase of 25 per cent in freight rates. The advance, they claimed, will prove discriminatory and will work a hardship upon them. Senator Foindexter presented a telegram from the Northwestern Fruit Exchange saving that if the advance goes into effect it will cost the Western growers 40 cents a barrel to transport apples to the principal Eastern markets, while Eastern growers will pay only from 7 to 10 cents.

AIKOKU MARU TO GO INTO DRYDOCK

Coming back to nort under her own steam without any difficulty, the steam-ship Alkoku Maru, of the United States Shipping Board, anchored in Smith Gove early this morning, having returned to Scattle for repairs as a result of damage sustained when she hit Kelp Recf a few days age. She will be dry-docked late today in the big Todd dry-dock. docked late today in the big Toda dry-dock.

The vessel was on her way from Seattle to a British Columbia port when she ran on the reef. Later she succeeded in floating herself. A number of plates in the outer skin of her double bottom are cracked or bent. The inner skin, however, escaped damage.

purposes' and not "efficiency purposes." and not "efficiency purposes."

Turned Over to U. S.

It was planned to drydock the ship for repairs at Esquimalt, but the repair posts: also that numerous export cars of freight are standing unloaded in the said to the port's telegrams.

The commission also went on record as opposed to a minimum charge of as opposed to a minimum charge of so the fall that this clause in the McAdoo order has been medified so that it will not apply to local switching, but word has been received that this clause in the McAdoo order has been medified so that it will not apply to local switching but word has been received that this clause in the McAdoo order has been medified so that it will not apply to local switching, but word has been received that this clause in the McAdoo order has been medified so that it will not apply to local switching but wind and price Railrad Marine Railroad; where so the Sailroad where so that it will not apply to local switched in the movements nor to heavy articles. Ilke brick, sand and gravel.

In its fight before the Railroad Administration, the Port Commission is seeking the abolition or modification of the switching contribution of the switching exhibition of seeking the abolition or modification of the switching contribution of the switching exhibition of seeking the abolition or modification of the switching contribution of the switching exhibition of Seattle energy and contributions of the switching contribution of the switching exhibition of Seattle energy and fair weather the barrier down the repair for repairs at Esquimall, but the repair for repairs at Esquimall, but the repair for the particular to the Alkonta states and ranhead the weet Gulf coast.

The commission also went on record as of the particular the said of the switching and Friday, fair; moderate westerly winds.

Weather Forecast.

For Seattle and Viction and Friday, fair; moderate westerly winds.

Will forecast.

For Sound and Straite—Tonight and Friday, fair; cooler tonight and Friday

PUNCH SHOWN IN SHIPYARDS

Figures on City's Production of Ocean Tonnage Bring Satisfaction to Workers.

MONTEAGLE WILL BE GIVEN OVERHAULING

VANCOUVER, B. C., Thursday, June 13.—Subsequently to her arrival from the Far East, the Canadian Pacific Ocean Service liner Monteagle will lay up for an extensive overhaul and refit. The liner has been away from this Coast for several months, and in view of the fact that she has been plying in semitropical waters during the greater period of her absence, the bull below the water line has become foul.

THE WEATHER. Observations Taken Daily 8 A. M., 75th Meridian Time. WIND Pleed Plast | Will Di | Ve | Will Di | Ve | Di | Ve | Di | Ve | Temp | T

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s				V 10	13	0.00
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	Seattle	. 22	Pt cloudy	S	22	0.01
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n	Cities	5	Clear	ù		0.00
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	Valdez	18	Cloudy	CTT.		0.00
25	1 4 min	-,				

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

Weather Conditions.

A trough of low barometric pressure now extends from Artiona to British Columbia and as a result scattered light chowers accommanded by thunder have occurred over much of the Pacific Northwest, however, the rainfall was too light at nearly all utations to be of consequence. It is semewhat cooler at many stations though the temperature was still high esterday. At Pocatello, 58 degrees is the highest of degrees in the light of the control of the properties of the control of the parameter is low over the Atlantic states and rain has resulted. Bain has also occurred on the West Gulf coast.

The barometer is also go degrees and the sindicated for the Puget Sound country tonight and Friday with moderate westerly winds.

Weather Forecast.

For Seattle and vicinity—Tonight and

EAT MEAT TO SAVE WHEAT, SAY FOOD AUTHORITIES

Limitations on Consumptiton of Animal Products in Western States Lessened.

(For Editorial Comment See Page 6)

Eat meat and save wheat, is the latest advice of the Washington Food Administration, according to B. C. Beck, assistant state food administration to for Western Washington. Limitations on meat for the Western States have been largely removed, according to Beck, while the extreme demand for wheat abroad has made it imperative that it be conserved in every possible way. Sugar, too, has had further limitations placed on its sale.

Ham and bacon, long prohibited from the family menus, have returned again. At present there is a surplus of pork on the market, and it may be used quite freely for the summer months. Persons are limited to two and onequarter pounds of beef weekly, and urged to buy the meat that is most plentiful on the market. But restrictions for the Western States are very light.

"People would choke eating wheat if they realized the seriousness of the wheat situation," Beck said this morning. "The army in France and the Allies need wheat and wheat flour to exist."

Excess Flour to Be Returned. (For Editorial Comment See Page 6)

Allies need wheat and wheat flour to exist."

Excess Flour to Be Returued.

A campaign by the Food Administration for the return from every household in the state of everything in excess of a forty-nine-pound sack of flour and from every retail and wholesale establishment of all flour in excess of a thirty-day supply, was started this weck. The campaign is under direction of Charles Hebberd, food administration (or Washington, and all of the machinery of the Food Administration will be used.

Although the forty-nine-pound sack limit has been in effect for some time, reports indicate that it is not generally observed.

Thousands of sacks of white flour more than the permitted amount are known to be in possession of families. The administration has adopted a policy of allowing its return without any coercive action. Dealers will accept returned flour and pay cash for it or give gredit of merchandisc to the amount which the purchaser paid originally. Dealers will then report to county administrators, who will report to Heberd.

New Sugar Restrictions.

New sugar restrictions, limiting to two pounds purchases made by families residing near their source of supply and to five-pound purchases made by farmers and others at a distance from the nearest source, were issued yesterday.

This new rule will not abrogate the rule permitting the purchase of up to 100 pounds of sugar for exclusive preserving purposes. Housewives who have been watching the strawberry market for the time to preserve the berries, were assured by this ruling yesterday of the sugar to can their yesterday of the sugar to can their

U. S. WILL COLLECT HUGE SUM IN

Between \$8,000,000 and \$10,-000,000 to Be Paid Here as Taxes on Incomes.

Half Paid in Seattle.

It was estimated today that income taxes in this district, embracing the entire state, to date unpaid total approximately \$20,000,000. A check by federal officials shows half of the recent taxes of the state are paid in

come taxes of Seattle.
Seattle.
Deputy Ingersoll said this morning to both individe the income taxes from both individed and the received and the seattle of that income taxes from both individuals and firms will be received and that contrary to public opinion, certified checks are not necessary.

Under the law income tax payments must be in the hands of the collector at the close of business Saturday, June.

15. Checks mailed that date in payment of taxes, according to Ingersollwill not suffice. The money or check must be received and in hand that day.

Lecturer Will Tell-Of Hawaii's Worth

Vaughan McCaughey, special lecturer of the College of Hawaii at Honolulu, will speak of the strategic and conomic importance of the "Faradise of the Pacific" at the membership luncheon of the Seattle Chamber of Commerce and Commercial Club in the Masonic Club rooms temorrow at noom. Judge Richard A. Eallinger, chairman of the chamber's special port committee will present an analytical final report of the committee's investigation of port problems through the last several months. He will demonstrate the necessity of preparing for present and future port needs.

As June 14 is Flag Day, the luncheon program will embody patriotic and musical numbers.

COVELL TO COMMAND STEAMSHIP QUINAULT

Capt. G. L. P. Covell, well-known North Pacific mariner, yesterday afternoon was appointed by the United States Shipping Board as master of the wooden steamship Quinault, a Ferris type carrier built for Uncle Sam by the Seaborh plant-in Tacoma. The appointment was announced by William Pigott, supervisor of rooden sing construction in this state for the Emergency Fleet Corporation. John W. Hulen, also well known on the North Pacific, was appointed chief engineer.

EVANS WILL STEAM FOR PORT SATURDAY

The steamship Admiral Evans, which was wrecked in Hawk Inlet. Southeastern Alaska, in March, is expected to leave for Seattle Saturday, according to advices received from the North today. 'The cofferdam is nearly completed and if all goes well the Evans will be floated tomorrow,' is the substance of a message received by officers of the Pacific Steamship Company from Capt. Charles Glasscock, master of the vessel.