Along the Waterfront

To Organize Steamship Lines to Girdle Globe; More Boats for Port

Ocean Transport Company Planning to Extend Its Activities to Cover Whole World—Larger Ships for Seattle Run.

ESTABLISHMENT of new steamship lines which will girdle the globe and still further increases in the huge fleet it is now operating in the Transpacific trade, especially to Seattle, are among the important plans of the powerful Ocean Transport Company, Ltd., of Kobe, Japan, according to Capt. H. Makita, manager of the foreign trade department of the company, who arrived in Seattle last night from the Far East.

"I expect to spend six months on the Pacific Coast making a study of trade conditions," said Captain Makita. "We have important plans under consideration for new lines and extensions of service which will intimately carry the flag of our company all over the world.

"Among the services planned are lines to the east and west coasts of South America, to New York, to Galveston, New Orleans and the West Indies. We are building 60,000 tons of shipping in Japan and now have 30,000 tons under charter. My mission on the Pacific Coast and my tour of the world has for its object the consideration of trade routes for the new vessels and those we have under charter. Our company is now operating vessels of large size between the Orient and Seattle, the Orient and San Francisco, to Australia, the Dutch East Indies and the Straits Settlements.

To Study Trade Conditions.

"I expect to make a general study of trade conditions, and after spending considerable time on the Pacific Coast will go to Chicago, New York, the Gulf ports and the east coast of South America. We now have more than thirty vessels in the transpacific trade, but expect to make still further increases in the service. Larger carriers will be placed on the Seattle-Oriental route, which is now the most important served by our company."

Captain Makita said that Drew Chidester, vice president of the Trans-Oceanic Company, agent for the Ocean Transport Company, Ltd., on this Coast, recently made a tour of ports on the west coast of South America studying trade conditions and that he would confine his attention to the east coast of South America during his tour of the world's big shipping centers.

"We in Japan appreciate the importance of Seattle as a world port and have decided to operate vessels of not less than 8,000 deadweight tons to Puget Sound. We have big plans for Seattle and already have placed the largest part of our fleet on the Seattle-Oriental route."

Material Big Problem.

Captain Makita has crossed the Pacific ten times and has made two trips completely around the world. He is a master mariner of wide experience and has made an extensive study of shipbuilding.

"Material seems to be the big problem in the shipbuilding industry in the Far East," said Captain Makita. "If we could get the steel we would be turning out vessels much more rapidly than at the present time but Japanese shipbuilders look for an improvement in conditions. At present we are getting all of our steel from America."

Prince Rupert has been making an effort to have the Ocean Transport Compay, Ltd., route some of its vessels to that port and has invited Captain Makita to visit that city. However he said today that he was not certain that he would have time to go to the British Columbia shipping center.

BIG ORIENTAL TRADE HANDLED BY PORT TERMINALS

Coming in as rapidly as it moves out, the Oriental cargo movement has been represented for the last two weeks by an average of almost 70,000 tons in the Port Commission's terminals, with every indication that this great record is to continue each week for an indefinite period. Beside the freighters now discharging or loading at the port's piers, seven more will arrive with 51,000 tons before the end of the month.

"The Oriental freight pours into Seattle as rapidly as we move it out," said Port Manager Hamilton Higday this morning. "The railroads are doing very well.

"Such a tremendous rush of cargo in other seasons would have been considered abnormal, but it has now become the normal condition. The fact that despite its heaviness, the movement is not gaining on us proves that we are able to handle it with an expedition that can be found in few other ports. There is no congestion, the cargo going out as rapidly as it comes in. The great strength of the movement furnishes proof of the need for the proposed extension of the Smith Cove Pier and the construction of a duplicate of that huge terminal. A new period of tremendous activity has begun in the port's foreign trade and we must be prepared for further increases in the cargo movement. At the present moment we are traveling at top speed, using our facilities to the maximum."

Besides the 70,000 tons of Oriental cargo, the port terminals had on hand in the warehouses an average of 12,000 tons of domestic freight the last ten days, giving a total of 82,000 tons held by the public piers and warehouses. The Spokane Street warehouse is now filled almost to capacity with bonded shipments.

THE WEATHER.

Observations Taken Daily, 8 A. M., 75th Meridian Time.

STATIONS.	Temperature.	State of weather.	WIND: Direction.	WIND: Velocity.	Precipitation last 24 hours.
Baker	52	Clear	SE		0.00
Boston	64	Cloudy	N		0.58
Calgary	52	Pt cloudy	N		0.08
Chicago	62	Pt cloudy	N		0.00
Denver	62	Pt cloudy	S		0.22
Galveston	86	Cloudy	N		0.62
Helena	56	Clear	SW		0.66
Kansas City	68	Pt cloudy	SE	16	0.60
Los Angeles	62	Cloudy	SE		0.00
Memphis	62	Clear	NE		0.00
New Orleans	86	Cloudy	NE		0.01
New York	66	Cloudy	NE		0.00
Oklahoma	72	Cloudy	E		0.00
Phoenix	50	Clear	SE		0.00
Pittsburgh	68	Pt cloudy	NE		0.02
Portland, Ore.	56	Clear	E		0.06
Roseburg	54	Clear	Calm		0.00
Sacramento	58	Clear	S		0.00
St. Louis	66	Clear	NE		0.00
St. Paul	64	Cloudy	SE		0.04
Salt Lake City	66	Rain	E		0.06
San Diego	64	Cloudy	SW		0.00
San Francisco	52	Cloudy	SW	14	0.00
Seattle	56	Clear	N		0.00
Spokane	56	Clear			0.00
Tacoma	58	Clear	NE		0.00
Tatoosh	48	Clear	NE		0.00
Walla Walla	54	Clear	S		0.00
Washington	66	Rain	N		1.20
Williston	56	Foggy	NE		0.00
Winnipeg	60	Cloudy	NE	16	0.00
Yakima	56	Clear	NW	10	0.00
Dutch Harbor	52	Cloudy	SE		0.00
Eagle	50	Clear	Calm		0.00
Juneau	56	Cloudy	W		0.18
Prince Rupert	64	Pt cloudy	W		0.02
Sitka	54	Cloudy	Calm		0.00
Tanana	52	Clear	SE		0.00
Triangle, B. C.	58	Pt cloudy	Calm		0.00
Valdez	56	Cloudy	Calm		0.02

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.

Fair weather with moderate temperature has prevailed in the Pacific states. Showers have occurred in Alberta, Saskatchewan, Manitoba, Montana, Colorado, Utah, Louisiana, Texas and on the Northern Atlantic coast.

The prospect is for fair weather in the Puget Sound district today and Sunday, with moderate westerly winds.

Shippers' Forecast.

Maximum temperatures, thirty-six hours: Coast region, about 58 to 62 degrees; Sound region, 76 to 80 degrees; Eastern Washington, 85 to 90 degrees.

Weather Forecast.

For Seattle and vicinity—Tonight and Sunday, fair; moderate westerly winds.

For Washington—Tonight and Sunday, fair.

Wind Forecast.

For Sound and Straits—Tonight and Sunday, moderate westerly winds.

G. N. SALISBURY, Meteorologist.

Tides at Seattle Tomorrow:

First low water ..... 4:22 a. m., 2.8 ft.
First high water ..... 9:51 a. m., 8.8 ft.
Second low water ..... 3:47 p. m., 2.0 ft.
Second high water ..... 10:18 p. m., 11.6 ft.

3,000-TON SHIP IS LAUNCHED AT TACOMA YARDS

TACOMA, Saturday, July 13.—The auxiliary-powered schooner Thann, eighth vessel to be launched by the Foundation Yards here, lies at the company's docks today, ready for the finishing labor that will fit her for duty in the overseas traffic.

The Thann, 3,000 tons, was launched just before dark last evening, being sponsored by Miss Estella Gunston of this city.

SCHWAB TO WITNESS DELAYED "SPLASH" AT PORTLAND

Will Be Present When 21,000 Tons of Shipping Is Launched at Oregon City.

PORTLAND, Ore., Saturday, July 13.—Charles M. Schwab, director-general of the Emergency Fleet Corporation, and Charles Piez, vice president and general manager, today began the first of three strenuous days in Portland. The two shipping chiefs will inspect local shipyards, may hand out a few contracts for more ships and will witness a little "splash" postponed from July 4, in which approximately 21,000 tons of shipping will take to the water.

The launchings will be pulled off tomorrow when the distinguished visitors will have nothing else to do but watch the hulls glide into the water. Today Schwab and his associate are putting in a full day inspecting shipyards and meeting Portland folk. At noon they attended a public luncheon at the Chamber of Commerce.

This evening Schwab will review a parade of 20,000 shipbuilders and allied workers, after which he will address a mass meeting of ship workers and the public at Multnomah Field.

SHIPYARD TRAIN TO MAKE ADDITIONAL DAILY RUN

Coaches Will Leave City for Plants on Duwamish Waterway at 7:10 in Morning.

Beginning Monday morning Capt. John F. Blain, Northwest district officer of steel ship construction for the Emergency Fleet Corporation, who has charge of the corporation's labor transportation problem in Seattle, will add another train to the steam train service for the shipyard workers on the other side of the bay.

On the added trip the transbay train will leave Occidental Avenue and King Street at 7:10 a. m. each day for the Duwamish Waterway plants of the Seattle North Pacific Shipbuilding Company, the Elliott Bay Shipbuilding Company and other concerns in that neighborhood.

Since the inauguration of the Fleet Corporation's steam train service in Seattle the transbay train has made one trip each morning to Harbor Island and across the West Waterway, serving the Duthie and Ames plants. It leaves Occidental Avenue and King Street at 6:35 o'clock each weekday morning. After completing this trip at the Ames plant, the train hereafter will return to Occidental and King to carry the workers of the Seattle North Pacific Shipbuilding Company, formerly known as the Erickson Engineering Company. Its force is steadily increasing, more than 1,200 men now being employed. The Elliott Bay Company's plant employs more than 600 workers.

Will Relieve Handicap.

The added trip of the transbay steam train will relieve a condition which has proved a serious handicap to the Duwamish water plants in that district. The district is on the west side of the waterway, to the south of West Spokane Street.

For weeks the steam trains of the Emergency Fleet Corporation have been hauling an average of 4,500 men both ways daily. Under the present afternoonschedule the transbay train leaves the Duthie plant at 3:40 o'clock for Occidental and King. After completing this trip it goes to the Ames plant for another load of workers, leaving that yard at 4:20 o'clock. On each of the afternoon trips back to the city the train carries an average of 800 to 900 workers, but frequently has 1,200 passengers Saturday afternoons.

No change is contemplated at present in the afternoon schedule of the transbay train, though a trip will be added from the Seattle North Pacific and Elliott Bay plants if it becomes necessary.

Besides the transbay train, the Fleet Corporation operates a shipyard workers' train to and from the East Marginal Way district, leaving from the foot of Yesler Way at 7:15 o'clock each weekday morning, and going as far south as Carleton Avenue, with stops at each of the plants en route. In the afternoon the East Marginal Way train leaves Carleton Avenue at 4:35 o'clock. This train serves the plants of the Patterson-MacDonald Shipbuilding Company, the McAteer Shipbuilding Company, the National Steel Construction Company, the National Shipbuilding Company and other concerns in the East Marginal Way district. The inauguration of the service solved a nasty problem for these plants.

The success of the Fleet Corporation's steam train service, which was established for the benefit of the shipyards, is indicated by the daily average number of passengers. As soon as the men became used to the service and its schedule the patronage increased rapidly.

MYERS RESIGNS AS CHAMBER TRAFFIC HEAD

Burdette R. Myers yesterday resigned as traffic manager of the Seattle Chamber of Commerce and Commercial Club and on July 15 will accept the position of assistant traffic manager of the Seattle office of the Associated Terminals Company. H. S. Scott, secretary and manager, and F. A. Bell, traffic manager of the concern, of San Francisco, are here to inaugurate the business.

Myers formerly was assistant superintendent of the transcontinental freight bureau at Seattle and previously was with the traffic department of the Santa Fe Railroad at Los Angeles about ten years. He is widely known as a rate expert.

The Associated Terminals Company will handle weighing, stevedoring, marking, reconditioning, stenciling of cargoes and steamship bookings. Handling of the banking business involved in rail and water shipping connections and cargo movements of export and import freight will be an important part of the service.

WEATHER AT TATOOSH

(From U. S. Weather Bureau.)

TATOOSH ISLAND, July 13.—8 a. m., cloudy; wind northeast, twenty miles per hour. July 12, 4:20 p. m.—Clear; wind southwest, eight miles an hour.

FIRE DAMAGES PLANT

PORTLAND, Ore., Saturday, July 13.—Fire last night in the plant of the Western Cooperage Company caused damage estimated at $30,000. The blaze was believed to have been caused by an overheated motor.

BIG SUPPLY OF REINDEER MEAT COMING TO CITY

One of the biggest consignments of reindeer meat ever shipped to Seattle, is aboard a vessel which left Nome recently for this port, according to word received today by a steamship company operating to the North. In the shipment are 425 carcasses from the Seward Peninsula district. The reindeer are shipped in cold storage and distributed from Seattle.

RAILROAD MEN AID IN TURNING OUT VESSELS

But for Cooperation of Lines Many Yards Would Be Held Up for Lack of Material.

"To all railroad men: I am going to a shipyard. Please push me through."

This painted on the side of a big locomotive crane recently arriving here from the East for the Skinner & Eddy yard tells the story of a cooperative effort that stretches across the continent to help Seattle shipbuilders keep up the production of ships for Uncle Sam. From director-general down to switchmen and brakemen, everybody is pushing ship material and machinery to Seattle, and the shipbuilders are showing their appreciation of the railroad men's cooperation by eating up carload after carload of steel.

"No chance to get much of this stuff ahead," the foreman of a ship material yard said. "Every train that comes here has a lot of ship material. Freight trains bring the steel and machinery and the express trains bring the lighter material and equipment. We get the material in the ship about as fast as it comes and if it was not for the railroad men hurrying the shipments some of the Seattle yards would be laying off men every few days for lack of material."

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Fred Tuite, former gateman and chief checker at the Seattle Construction yard, has taken the same position at the Patterson-MacDonald yard.

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Shipyard boilermakers are all tuned up for the annual picnic at Redondo Beach tomorrow. The committee says it will outclass all previous outings.

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J. P. McBride, shipfitter at the Skinner & Eddy yard, is the inventor of a device designed to reduce the labor of bolting ship material in place. With the new machine it is said two men can do as much work in a day as a dozen men with the old method. McBride's machine will be made in Seattle.

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Duthie men are making plans for the selection of sponsors for four of five of the next ships to be launched. Three of every five ships launched will be sponsored by representatives chosen by the workmen and foremen, and the office staff will select one of their number as sponsor for one out of five. For only one ship out of five will the sponsor be selected by the management.

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Duthie automobile owners are feeling pretty good over the new planked parkway finished today. As the crew increased in numbers "automobile row" stretched out beyond the old parking to the Harbor Island sand. Men who were not on the job first had to run their machines out on the sand and it usually was necessary to lift the car bodily on the road again.

$221,439,296 GAIN IN FOREIGN TRADE ANNOUNCED

(For Editorial Comment See Page 6)

Foreign trade of the Washington customs district for the fiscal year ending June 30, announced today by the foreign trade bureau of the Seattle Chamber of Commerce and Commercial Club, shows an increase of more than $221,439,296, eclipsing all previous totals.

The imports were $326,981,229; exports, $270,534,424; total, $597,515,653. Comparison with fiscal year ending June 30, 1917: Imports, $198,321,257; exports, $177,755,100; total, $376,076,357. Increase, $221,439,296.

The banner months were: Imports, August, $37,000,000, and October, $32,000,000; exports, December, $38,000,000, February and May, each $31,000,000.

Alaskan commerce continued its steady increase, despite the unfavorable effects of the war upon the Northland.

Alaskan imports in 1917 were $47,229,419; exports, $96,726,856; total, $143,956,275.

JUNK DEALERS WARNED

WASHINGTON, Saturday, July 13.—Loss of more than half a million dollars annually by theft of journal brasses from railroad cars has caused the Railroad Administration to take steps for its prevention. Wholesale junk dealers have been notified that such material in their possesison will be seized.

SCHWAB AND PIEZ TO ARRIVE TUESDAY

Director-General Charles M. Schwab and Vice President Charles Piez, of the Emergency Fleet Corporation, will arrive in Seattle Tuesday morning at 9 o'clock with their party of experts. Definite word to that effect was received this morning in a message sent by Capt. John F. Blain, Northwest officer of steel ship construction, to D. M. Callis, assistant Northwest officer. Captain Blain is in Portland with the Schwab party.

Schwab and Piez are accompanied by their wives. Previously it had been reported that the party would arrive here shortly after 6 o'clock in the morning, but the itinerary has been changed to land the distinguished visitors here at 9 o'clock.

SHIPPING BOARD LOOKS AHEAD, SAYS HURLEY

PHILADELPHIA, Saturday, July 13.—Arriving yesterday to attend a conference between shipping officers and representatives from wooden shipyards, Edward N. Hurley, chairman of the United States Shipping Board, declared that America's mammoth merchant marine will be utilized after the war to establish American goods all over the world.

"Fair play, fair prices and quick deliveries," he said, would be the slogan.

"The United States Shipping Board is looking ahead to the time when the boom of cannons has ceased and when the nations of the world are once more at peace."

Where Earth is Thickest.

It has been figured by geographers that the earth is thickest along an imaginary line drawn from the top of Chimborazo, a mountain in Ecuador, to a point on the coast of Sumatra, where the land is fairly high.

ARRIVES IN SEATTLE ON HER TOUR OF THIRTY-FIVE CITIES

Mme. Petrova.

PETROVA ARRIVES IN CITY ON TOUR

Arrives With Two Suit Cases and No Maid to Appear in Two Theatres.

MME. PETROVA, considered one of the best dressed women on the screen, who ordinarily spends $50,000 a year on her clothes, is in Seattle on her "personal appearance patriotic tour" of thirty-five cities in forty days with just two suitcases and no maid. Before the war the popular actress never thought of taking a trip five or six hours out of New York from her Petrova Picture studios without being accompanied by her manager, secretary, maid and her personal representative, but she believes now that the way to do one's bit is to economize in every possible way.

Even with a salary of $10,000 a week, she has cut down expenses in her home and is running only one automobile this year, whereas formerly she ran four. And her hobby is her "war garden." Instead of planting enough vegetables to make a "show garden," so that when she takes people around her eight acres of ground at her estate at Great Neck, Long Island, she can point out how many bushels of beans and how many pecks of peas and how many quarts of tomatoes are raised each year, she now only plants enough for the actual needs of herself and her husband and the gardener and his wife and the servants.

Vegetables Went to Waste.

"I discovered," says Mme. Petrova, "that I was paying a man $20 a week to raise vegetables which only went to waste because of the overabundance we planted. As a matter of fact, two people canont eat more than $6 or $7 worth of vegetables a week, yet we paid our gardeners fancy prices to raise what we could buy in the store for one-quarter the amount."

But if Petrova is economizing on her clothes this year, the women of Seattle will nevertheless not be disappointed when she makes her personal appearances at The Liberty this afternoon and tonight and again at The Coliseum later in the evening, because the dresses which madame wears now, although they are not trimmed with real ermine, nevertheless are as distinctive as ever and the lines are what count, as any Fifth Avenue coutouriere will show you. Petrova has brought with her simple little organdie and voile dresses and attractive loose gowns which do not wrinkle easily when folded in the suitcase.

Practices What She Preaches.

"It would be a fine thing for me to go around the country selling Thrift Stamps," she says, "all dolled up," as you say in America, in $1,000 dresses. As long as I am making this tour to talk to hundreds of thousands of people of the importance of saving their money and buying stamps, I should feel a dreadful hypocrite if I did not live up to what I am preaching. Therefore when you remark that my clothes are not as beautiful off the screen as on it is because in the pictures it is part of my business to dress sumptuously but in my private life I observe the rules I would wish others to follow."

TO ASK FOR MORE INSPECTORS HERE

Because of the tremendous increase in the shipping and shipbuilding of Seattle and other Washington ports, Capt. John K. Bulger of San Francisco, supervising inspector in this district for the United States Steamboat Inspection Service, will recommend increasing the number of assistant inspectors in the Seattle headquarters from ten to sixteen. For the last two years the Seattle headquarters has literally been swamped with work.

Captain Bulger has been in Seattle since early in the week. He expects to leave late today for Portland.

Capt. William Fisher, inspector of hulls, and H. C. Lord, inspector of boilers for the Seattle district, have had a hard uphill fight the last fifteen months. Early in the winter the staff of each was increased to five assistants, but the work has piled up tremendously since then. Besides inspecting the fleets in operation, they are charged with the responsibility of seeing that all the new vessels are properly equipped with lifeboats and other life-saving equipment. The new ships also are inspected before going into service. In addition the Seattle staff inspects all the army post and cantonment boilers in this state and Montana.

More Assistants Needed.

Captain Bulger will recommend that each inspector have eight instead of five assistants. He also will recommend that three office clerks be added to the Seattle staff, giving a total of five. Steamboat inspectors assigned to Alaska during the open season hereafter will be stationed in Seattle during the winter. Heretofore they have been employed in San Francisco during the winter.

While here Captain Bulger has held a number of conferences with inspectors Lord and Fisher in regard to the new types of equipment required for ships and changes in the federal regulations. Bulger's district consists of California, Oregon, Washington, Alaska, the Hawaiian Islands and the Philippine Islands.

U-BOATS VERY ACTIVE

TOKYO, Saturday, July 13.—Engagements with enemy submarines by Japanese destroyers in the Mediterranean indicate increased activity on the part of the U-boats in the waters guarded by the Japanese fleet. An official announcement says that the Japanese fleet has always acted in closest cooperation with the Allied fleet, and that recently extraordinary activity on the part of the enemy, both day and night, has kept the Japanese fleet more occupied than ever.

Had Streak of Luck.

Mrs. Exe—So you've got a new gown after all. I thought you said you couldn't afford one this fall.

Mrs. Wye—So I did; but my husband had a streak of luck recently. He broke his leg the next day after taking out an accident policy that pays $50 a week.

POLLY AND HER PALS : Ma's Brand's So Familiar Pa Doesn't Recognize It. : By CLIFF STERRETT

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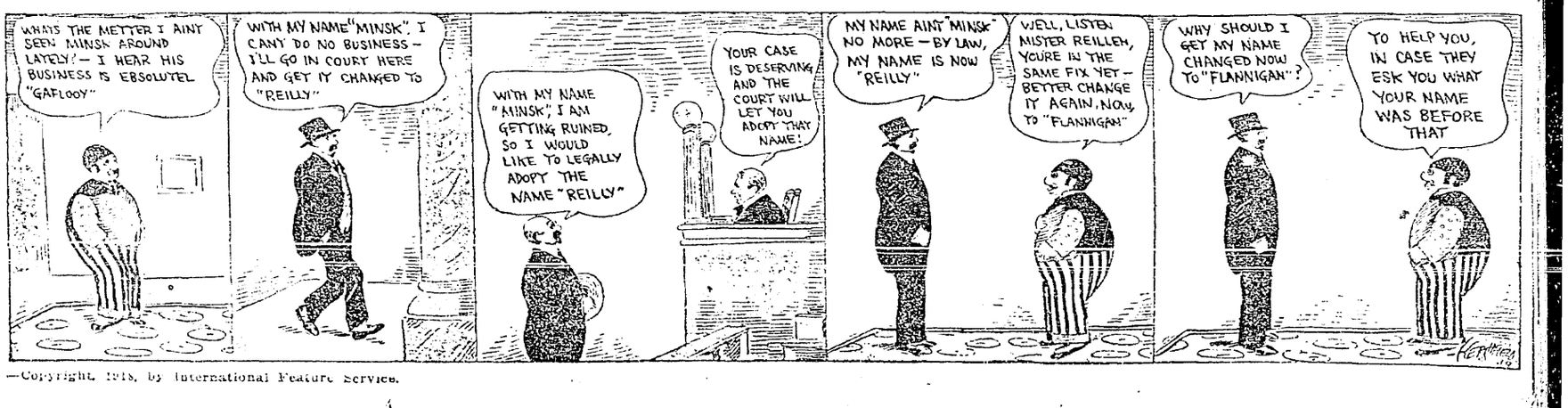
ABIE THE AGENT : It Would Be a Natural Enough Question. : By HERSHFIELD



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