

MARINE NEWS

SHIPS MOVING

HOUGE CARGES HERE

1919 Plans Call for 900,000 Tons Out of or to Seattle.

The cargo movement of the Milt fleet in the Orient trade and from Seattle will aggregate more than 900,000 tons of cargo in 1919. This is disclosed by data compiled today by the movement being equal approximately to one-sixth of the entire tonnage of Seattle's foreign and domestic trade in 1917, showing for Seattle this year.

The company's fleet in the Seattle-Canton trade is made up of twenty freighters. At the present rate, the number of sailings from Seattle this year will total sixty-eight, with approximately the same number of arrivals. In this month alone, the company has received from Seattle ten vessels to a total of 36,000 tons of American products.

Cotton shipments are now swelling the volume of the port's Oriental trade. The Mitsui shipping line, which is the largest of Seattle's trade with the Far East this year would almost double the record of 1917.

The commanding activity of the Mitsui fleet in Seattle trade ranks as one of the big features of the port's foreign trade this year. Mitsui Navigation corporation inaugurated its Seattle service the fore part of 1916 and in that year had a fleet of only two vessels, one of the greatest factors in trans-Pacific trade.

SHIPYARDS BOND

GOAL \$2,225,000

SHIPYARD workers in the four big steel shipbuilding plants on the Puget and Kitsap bays are today working to meet their goal of \$2,225,000 in bonds. This figure is the goal, Seattle shipyard workers have never fallen down, whether it's a question of rivets or dollars, they assert.

At Skinner & Eddy's this morning E. J. Blundell, president of the 36,000-member committee, declared that he is now almost certain that the yard will go through in about a week. The committee has \$100,000 from each of 13,000 men, bringing the total to \$1,300,000. A good portion of that amount was subscribed before today.

At Ames the going is good, according to E. J. Blundell, president of the 36,000-member committee. C. S. Ward of 809 Madison St., started the ball rolling early today, when he had \$50,000 brought \$100 bond. Before a week the first department reported "One Hundred Per Cent." This morning went to the drive making a total of \$200,000. There are 106 welders of which \$100,000 from one small building. Bolts-makers are also very successful. It is asserted that Jimmie Dick, secretary of the patriotic societies among the bolter-makers, went home with a sick headache when he learned that for the first time the bolter-makers were going to place a substantial bond on display a substantial part of patriotism.

At the yard the drive is planned on \$350,000, and they'll get it, it was said, if this morning's results are to be counted. The drive is the greatest showing of men who buy \$200 to \$300 worth of bonds. It is expected that the drive will exceed \$400,000.

The average at the Seattle North Pacific at the yard, today, according to the newest yard is a little behind the One Hundred Per Cent, many of the workmen are going home with a sick headache. It was before the first ship was launched. Vincent E. Moore, the rivet foreman, expressed his confidence that returns would show \$275,000 for the North Pacific, the covered by steel workers, a bolter must precede him. Simple work, big money and a way to help the Kaiser. The steel drive makes a man want to do his bit.

The men at the yard have been ordered. These are the ones who are stealing box lunches from girls—some of them soldiers' wives and sisters—who are working at the shipyard's gates. The thief or thieves, if found, will be visited by a man being sentenced to 1000 years in the penitentiary. One rivet foreman, Stanley Moore, who once fought Stanley Moore, the rivet foreman, arrested the man who may be a world's champ among the lightweights. The interview with Moore yesterday was short, the commitment is announced.

The men at the yard are now working at a rate that is almost double that of a few months ago. The work is being done in a way that is almost double that of a few months ago. The work is being done in a way that is almost double that of a few months ago.

PERSHING PRAISES BOY SCOUTS' WORK

AMERICAN EXPEDITIONARY FORCES

OFFICE OF THE COMMANDER-IN-CHIEF

France, July 25, 1918.

Dear Mr. Livingstone:

To the splendid army of four hundred and forty-two thousand American Boy Scouts the American Expeditionary Forces send greetings and appreciation for all you are doing for our great cause. Upon you will soon fall the burden of our civilization. Every act and thought of yours, in keeping with the scout law, will help to make good citizens and good soldiers. Obey it in letter and spirit and all the older scouts who are fighting for you and all we hold dear will shake hands with you as comrades who helped them win the war. Three cheers for the Boy Scouts of America!

Sincerely yours,

John J. Pershing

ARMY SALVAGE DEPOT SAVED U. S. MILLIONS

AMERICAN SUPPLY HEADQUARTERS TOURN, France, Friday, Sept. 27.—The independence of the Associated Press, the cables and the brushes abandoned by American soldiers in camps among the wreckage of battle, have been saved by a great salvage depot of the American Army here.

This was only one of the things that were saved from the wreckage of battle. Five thousand persons are employed in renovating and repairing this wreckage. The depot is located in the town of Thierry, as our fighting men went over the top they were followed closely by a detachment of noncombatant troops. Each detachment comprised two trucks, one carrying tools, the other carrying the property of the soldiers. They had trucks and derrick and all the paraphernalia for gathering and salvaging the property of the soldiers. The depot is located in the town of Thierry, as our fighting men went over the top they were followed closely by a detachment of noncombatant troops.

MANNING OF SHIPS

LAUNCHES STEAMSHIP

Seattle's youngest steel shipbuilding plant made its launching debut at 1 o'clock this afternoon, when the company's first steamship, the *West Coast*, was launched from the yard.

The *West Coast* is a 3,400-ton steel steamship, the first of a series of similar vessels to be built at the yard. The ship is owned by the United States Shipping Board.

The launch was a grand affair, with many guests in attendance. The ship was launched from a slipway that was built specifically for this purpose.

SHIPYARD WORKMEN TAKE HALF DAY OFF

Seattle yards again forced to shut down at noon when Macy decision not available.

With no word yet received of any decision by the Adjustment Commission in regard to the new scale and craft classifications which are to be retroactive to August 1, more than 18,000 metal trades workers in Seattle today have a half holiday.

Under the schedule heretofore in force, the workers on Saturday afternoon and day shift men received double pay for working on Saturday afternoon. An order from the government provisionally suspending the Seattle Metal Trades Council then decided that its members would not work the extra hours and the extra pay.

URGENT SHIPBUILDERS TO STAY ON JOB SATURDAY AFTERNOONS

Shortly before noon today Judge Henry McBride, district labor examiner of the Emergency Fleet Corporation, received a request from the Seattle Metal Trades Council for a telegram from V. Everett Macy, chairman of the union, and for a copy of the government's decision on the matter.

The telegram was sent also to John Powers, president of the Pacific Coast Metal Trades Council, now in session in Seattle.

The telegram Macy acknowledged received today, was dated Saturday afternoon and it was a request for the Saturday half holiday through the winter.

TURNS IN FOUR TONS OF DRIED FRUIT PITS

As the first big response to the government's call for fruit pits to be turned into a relief fund, George S. Pelton, president and general manager of the National Canning Company, today turned in four tons of dried fruit pits, sacking them and delivering them on his own trucks to the designated place.

Several days ago Charles E. Bryant, acting King County Food Administrator, had written Mr. Pelton asking him to save pits, and saying that the government's need was so great a ton of pits was worth ten tons of flour.

TO PUT DIB ON RENT PROCEEDS

Fair Rentals Commission - De-lairnts This Is No Time for Landlords to Get Rich.

This is no time to get rich and landlords in the city of Seattle will not be permitted to associate workers extortensive rentals, nor eject them unjustly from their places of abode, according to the Fair Rentals Commission, appointed by the representatives of the United States Department of Labor and the Bureau of Labor Statistics. The office of the commission on the seventh floor of the Securities Building, headed by J. H. Conroy, chairman, E. S. Goodwin, S. L. Bodey, A. H. Albertson and J. H. Conroy.

The plan under which housing conditions will be made better, it is stated, "Although it has been often stated, it cannot be stated too often that the business of the United States is the winning of the war and that the so-called war industries and shipbuilding must proceed as far as possible."

"It follows that nothing can be done without war workers and ship workers. The men who are the men in the Army and Navy. Without the war workers and ship workers the Army and Navy could not be supported and there could be no winning of the war.

"The United States government proposes to see that these men and the ship workers have a fair chance to live, and the United States government proposes to see that these men and the ship workers have a fair chance to live, and the United States government proposes to see that these men and the ship workers have a fair chance to live.

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ORGANIZED LABOR

WAITRESSES GET ABUSE FOR OBEYING FOOD RULE

Belligerent Restaurant Patrons Denounced as Traitors by Union Members.

Seattle waterfront workers went over the top for the Fourth Liberty Loan victory afternoon when they organized the union.

The union voted to hold regular meetings each Friday after October 1. The first of these meetings will be held at a state political conference in Seattle next Sunday under the auspices of the State Federation of Labor.

LONGSHOREMEN BIG UNION TO GO DOWN LINE FOR FOURTH LOAN.

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LOCKED-OUT TELEGRAPHERS MAKE OFFER TO BUY BONDS

That they will invest all their back wages in Liberty Bonds if they are allowed to work under the terms of the pledge Seattle's locked-out Western Union Telegraph operators and Automatic Drivers have agreed to.

The operators and drivers, who number one hundred and sixty-five of the Western Union men and women are now being paid by the union.

TRADE UNIONS TO HOLD UP BAN ON NIGHT BAGGAGE DELIVERIES

As a result of conferences held between the chairman of the National Commercial Union of the World, State Council of Defense, railway officers and members of the Teamsters and Auto Truck Drivers' Union, the union has agreed to suspend its ban on night baggage delivery until the end of the war.

The rule was to have become effective Monday and would have abolished night and Sunday baggage deliveries, except for soldiers and sailors.

NEW OFFICE WORKERS UNION

A list from C. O. (Bud) Young, secretary of the American Federation of Labor, who gave the members a rousing patriotic talk on the subject of the war.

The new office workers union was organized by Young and other labor leaders. The union is now in the process of organizing its members.

SENATE INVESTIGATES BRISBANE

WASHINGTON, Saturday, Sept. 28.—Plans for investigating the purchase of the Washington Times by Arthur Brisbane with money furnished by the German Embassy, the Senate Judiciary subcommittee, led by Sen. Charles McNary, the United States senator from Oregon, today announced that it will send a committee to investigate the matter.

SHIPPING BOARD PUTS

FIRST AND SECOND OFFICERS ASSIGNED TO FOUR NEW WOODEN STEAM CRAFT.

E. J. Griffith, chief of the Sea Service Bureau of the United States Shipping Board for the Pacific Northwest with headquarters in Seattle, today assigned first and second officers to four wooden steamships of the Emergency Fleet recently completed on this coast and assigned to duty on the coast.

Nelson Utter was appointed first officer and Otto Solberg second officer of the steamship *Wallowa*, assigned to Sudden & Christensen of San Francisco.

W. Carlsson was appointed first officer and Al Thorp second officer of the steamship *King*, assigned to Sudden & Christensen of San Francisco.

Frederick Ulsted has been appointed master of the vessel *St. Paul*, assigned to Sudden & Christensen of San Francisco.

REPAIRS TO RUBY MADE AND VESSEL MAY PROCEED

During the heavy weather the deck-lead of the Ruby consisting of tungsten oil and salt, the rigging and part of it was lost overboard. The vessel's steering gear was disabled and her sails and rigging damaged. The vessel was forced to make a distance of nearly 200 miles.

No damage was sustained by the cargo below deck is in good condition. Four of the vessel's booms and one other were damaged during the battle with the storm.

LARGE CARGO LOCK TO BE CLOSED FOR OVERHAULING

The large lock of the Lake Washington Ship Canal will be closed for overhauling today, according to J. W. Wilson, chief engineer of the canal.

The lock is to be closed for a period of ten days. The canal is expected to be closed for a period of ten days.

THE WEATHER

STATIONS	Temperature	Wind	Barometer	Precipitation
Boise	48	Cloudy	SE	10.00
Butte	47	Clear	SE	10.00
Calgary	47	Clear	SE	10.00
Chicago	52	Clear	SW	20.00
Denver	48	Clear	SW	10.00
Elgin	48	Clear	SW	10.00
Helena	44	Clear	SW	10.00
Kansas City	52	Clear	SW	10.00
Lincoln	52	Clear	SW	10.00
Mempis	52	Cloudy	SW	10.00
Minneapolis	52	Cloudy	SW	10.00
New York	50	Clear	N	14.00
Oklahoma	44	Clear	E	10.00
Pittsburgh	48	Clear	SW	12.00
Portland	48	Clear	SW	10.00
Roseburg	56	Cloudy	SE	10.00
Sacramento	62	Cloudy	SW	10.00
St. Louis	50	Clear	E	10.00
St. Paul	54	Clear	SW	14.00
Seattle	54	Clear	SW	10.00
San Diego	72	Cloudy	NW	10.00
San Francisco	60	Cloudy	NE	10.00
Spokane	58	Clear	NE	10.00
Tacoma	58	Clear	NE	10.00
Walla Walla	66	Clear	NE	10.00
Yakima	58	Clear	NE	10.00
Yonkers	42	Clear	NW	10.00
Winnipeg	56	Clear	SW	10.00
Yukon	56	Clear	SW	10.00
Portland, Alaska	46	Cloudy	CLM	10.00
Nome	40	Cloudy	SW	10.00
Sitka	40	Cloudy	SW	10.00
Valdez	48	Clear	NW	10.12