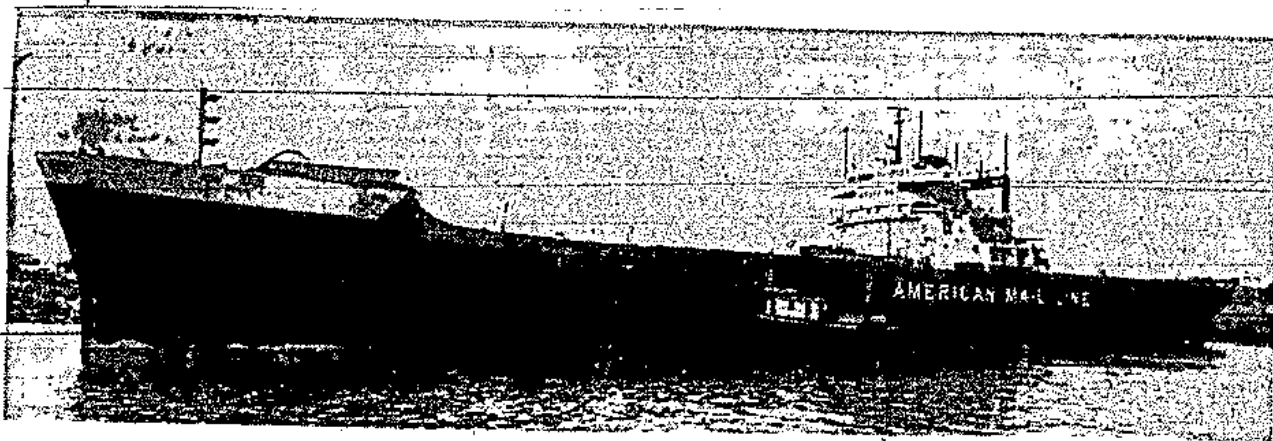




# New Look Is a Lo-o-o-ng Look



Here's the new look of our Puget Sound waterfronts — lo-o-o-ong, lean and rugged. You're looking at the first picture of the American Mail Line's Washington Mail as she nears the end of her stretchout operation in San Francisco's Bethlehem yard. The Washington Mail went into the yard as a 564-foot freighter. She'll depart this month 669 feet long, interlaced with a honeycomb of cells that will nest 892 standard 20-foot container vans.

## Marine

As ships get bigger here, Puget Sound more and more resembles the Great Lakes and rivers of the Midwest, with the ponderous ships that haul their coal, ore and other bulk cargoes.

THE WASHINGTON MAIL is just part of the changing Puget Sound scene. Our ships keep getting bigger and bigger. Japan's vanshipes are huge, particularly the Belshu Maru. Sea-Land Service brings massive ships here regularly, in its Alaska and transPacific van services. And it's likely that Puget Sound will play regular host to some of the 940-foot, 33-knot monster "hot dogs" that Sea-Land is building overseas.

WEST COAST YARDS are abrim with stretchout jobs on ships of American Mail and her sister American President Lines. Bethlehem-San Francisco has three AML ships in the works under a \$25.5 million contract. Todd has eight American President ships under contract for slightly less radical surgery, at \$6.5 million apiece. Five of Todd's eight jumbo operations will be performed in Seattle, and the President Van Buren already is here for the start of the job.

Down San Francisco way, Bethlehem has sliced the Japan Mail in two and has the Philippine Mail waiting her turn. The Washington Mail, as you see here, is almost completed, ready to sail home later this month.

**NEXT QUESTION** — What will the Washington Mail do when she gets here? Or, at least, when will she start doing it? West Coast docks still are shut down in the Longshore strike. One of the Washington's unjumbofied sisters, the Korean Mail, is one of the few ships active on the Sound. She's taking military cargo, but the Washington Mail may have to wait and wait for her first transPacific load of commercial cargo.

VANCOUVER, B.C., still is where the action is. Sea-train Lines announced plans yesterday to reroute its ships from Oakland to Vancouver for Hawaii cargo. The big Hawaiian carrier, Matson, also is looking at Vancouver, along with some other transPacific carriers. If the strike hangs on, look for more than one U.S. line to try a Vancouver operation.

It will be a slow-motion operation, though. Our Vancouver scouts report more and more cargo clogging docks up there. "A lot of American cargo without onward passage is just sitting there," they say. Vanshipes that should get in and out in a day now spend two weeks at Vancouver. One Vancouver freight forwarder who usually handles 100 or more shipments a day struggled through a total of 28 Friday. The Canadians will be as happy as we to see this strike over.

LITTLE PEOPLE are feeling the strike in assorted fashion. The Longshoremen's Union is sending Ed Palmer, secretary-treasurer of its Puget Sound Council, to Olympia today to plead for unemployment compensation for B men and casuals. B men, as opposed to regular A members of the union, work out of the pool at the Longshore Hall. Regular A men have had occasional work during the strike, on military and Alaska cargo. Pool men and casuals have had none, and the union thinks they should qualify for unemployment compensation.

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