

\$6,000,000 SHIP JOB LET IN OREGON

Portland Yards Will Build Ten.

2 CONTRACTED AT COOS BAY

Wooden Vessels Will Cost About \$500,000 Each.

SEATTLE OBTAINS ONLY 2

Facilities Here Are In Shape to Rush Government Orders as Soon as Expected Work Is Awarded.

OREGONIAN NEWS BUREAU, Washington, May 17.—Contracts for 14 wooden ships to cost in the neighborhood of \$6,000,000 each were let on the Pacific Coast today, 12 of them going to Oregon yards and involving an expenditure of about \$6,000,000 in Oregon alone.

Six will be built by the Peninsula Shipbuilding Company, of Portland; four by the Coast Shipbuilding Company, of Portland; two by the C. A. Smith Lumber Company, of Coos Bay, and two by the Sandstrom Company, of Seattle.

The vessels are not to be built along the Government plans that have not yet been approved, but will follow the general lines desired by the Shipping Board. The ships will average about 3000 tons burden.

The shipping board declines to give specific information regarding these contracts but it is understood that some of the ships contracted for are already in course of construction.

The vessels assigned to the Coast yard, at the foot of Woods street and formerly the Heath plant, are of a type that the Shipping Board has selected, though they conform to a large extent with plans submitted by H. E. Pennell, of the company, who has been at Washington.

Guy M. Standifer, of the Standifer-Clarkson Company, who has been East for a lengthy period, is due home tomorrow and, as that company has offered to place its facilities at the disposal of the Government, contracts are expected immediately.

F. C. Knapp, president of the Peninsula Shipbuilding Company, was in the East at the time the wooden ship programme was taken up, and he has since spent some time in conference with members of the board in the interests of the use of Douglas fir in the construction of wooden vessels.

Recently Mr. Knapp instructed Theodore Knudson, superintendent of the yard, to lay the keels for two steamers. That, coupled with the fact he had been in close touch with departments at Washington, was regarded here as certain that the company would soon be building for the Government.

The Peninsula interests submitted their own plans to the Shipping Board, the type being a ship 300 feet long and designed for either oil engines or steam. Advance preparations of a tentative character are said to insure material being turned out rapidly for the fleet, and four building berths at the yard will be augmented by at least two more sets of ways at once.

The Peninsula type of vessel will be steel strapped and strengthened throughout and the probabilities are the Government will provide the machinery, at least for motive power, all auxiliaries being obtained here. The auxiliary schooners Alpha and Beta already have been launched there, and two other ships of the auxiliary rig are well along. Work will be hurried on them and as rapidly as possible all ways will be given over to the emergency construction.

Mr. Pennell departed for Washington early in the month, and in a telegram received here yesterday he announced that four contracts had been successfully negotiated. The company has three sets of ways practically ready, the fourth can be started at once and grading will be ordered today for the fifth. Piling and other material was ordered yesterday for the fourth and fifth ways.

The mould loft there is under way, and other structures have been begun. In a short time the company will be rushing operations.

Every wooden shipbuilding plant on the Columbia and Willamette rivers is ready to accept one or two ship contracts from the Government. At the Supple & Ballin yard, at the foot of East Oak street, plans are ready for the building of four more ways, providing six in all. The Standifer-Clarkson plant can expand. The Vancouver plants of the Columbia River Shipbuilding Company and Motorship Construction Company are under way. The St. Helens Shipbuilding Company can more than double its facilities; Somarstrom Brothers are starting their yard at Columbia City with five ways; Wilson Bros. and the McEachern Ship Company, at Astoria, are ready to increase. Not only that, but there is additional capital available for more plants if the Government will promise contracts.

"Life Problems" to Be Topic. "Life Problems" will be the subject of a lecture to be given at the Central Library, by Dr. V. B. De Lory. There will be good music by a string trio, and Miss Vivienne De Lory will play a violin solo. The public is invited.

WAR BONDS DEFEAT 8 PER CENT MONEY

PATRIOTIC PLEA OF THOMAS ROBERTS IS GRANTED.

Guardian Says Greater Interest Could Be Realized, but He Prefers to Assist Government.

The Nation's war coffers were enriched by \$10,000 yesterday when County Judge Tazwell granted the petition of Thomas Roberts, of Roberts Bros., to invest that amount of money, belonging to the estate of his brother, Henry Roberts, for which he is guardian, in the "Liberty Loan."

J. E. Bronaugh, appearing for Thomas Roberts, represented that there were funds in excess of \$10,000 available in the estate of Henry Roberts, and that they should be invested in the interest-bearing securities. He said that it would be possible to invest the money at 8 per cent, but that Mr. Roberts felt a desire to assist the Government in the flotation of the war bonds.

Mr. Roberts declared in his petition that, inasmuch as the estate of which he is guardian has had the protection of the Government, he felt the reciprocal duty to furnish funds to the Government to carry out its purpose.

STOCK SUPPLY IS GREATER

Lane County Farmers Report Great Increase in Number of Calves.

EUGENE, Or., May 17.—(Special.)—Despite the high cost of feed and the top prices offered for livestock, an increase in the number of cows, pigs and sheep actually on the farms of Lane County is shown by returns made in connection with the farm survey.

On 1345 of 2836 farms reporting there are 4680 dairy cows as compared with 4197 for the average year. Beef-breeding stock on the same farms shows an increase of 400 head for the year.

A great increase in the number of calves is also shown, indicating that fewer calves are being slaughtered for veal. Brood sows increased 450 head, feeding hogs 490 head and ewes more than 600.

\$35 SPENT TO ENLIST

C. F. Elliott Pays Expenses for Two From Oak Point to Cottage Grove.

COTTAGE GROVE, Or., May 17.—(Special.)—One man was so anxious to become a member of Sixth Company, Oregon Coast Artillery, that he took several days and spent \$35 to get here to enlist. He is Charles F. Elliott, a timekeeper for the Hammond Lumber Company at Oak Point, Wash.

Mr. Elliott not only paid his own expenses but also the expenses of Dan Welch, of Keno, Wash., already a member of the company. He wished to have Welch along to make certain that no slips occurred in his getting to be a member of this company.

OLDEST NATIVE SON DIES

J. H. Bristow Lived on Same Lane County Farm 68 Years.

EUGENE, Or., May 17.—(Special.)—J. H. Bristow, probably Lane County's oldest native son and one of the first white children born in Oregon, died today at his home on the farm where he was born 68 years ago. He was a son of A. K. Bristow, who headed one of the early immigrant trains and who settled on this farm in 1848.

His mother, Almira Bristow, who held the distinction of having resided in Lane County longer than any other resident, died two months ago. He is survived by his wife and four children, all of Pleasant Hill.

STOWAWAY SEALED IN CAR

Escape Effected by Cutting Hole in Side of Freight Carrier.

EUGENE, Or., May 17.—(Special.)—A stowaway arising Eugene last night in a sealed car of lumber from Coquille, after appealing in vain to the freight clerk to release him from his prison, cut his way to liberty, apparently with a jackknife through the side of the car. He had been in the car two or three days.

PASTOR TURNS BARBER

Scio Man Will Preach Sundays and Work Rest of Week.

ALBANY, Or., May 17.—(Special.)—Rev. H. B. Her pastor of the Federated Church of Scio, has purchased a barber shop in Albany, and will work at this trade during the week besides preaching regularly on Sundays.

BOTTLE COSTS \$200 FINE

Possessor of Liquor at Marshfield Also Gets 30 Days in Jail.

MARSHFIELD, Or., May 17.—(Special.)—Will Perry, after two trials in the Recorder's Court, was acquitted on a charge of selling liquor. Peter Skanson was convicted in the Justice Court of having liquor in his possession and fined \$200 and sentenced to 30 days in jail. Albert Ahlquist was convicted of having liquor and fined \$100.

MILITARY CRISIS IN RUSSIA IS PASSED

Generals Agree to Return to Front.

RESIGNATIONS ARE WITHDRAWN

Coalition Cabinet Also Solves Situation at Home.

ARMY DISCIPLINE HURT

Commanders Complain That Soldiers Misunderstand Peace Talk and Object to Offensive War.

ROADS ASKED TO READJUST SERVICE

WAR BOARD OUTLINES PLAN OF OPERATION.

WASHINGTON, May 17.—All railroads have been called upon by the war board of the American Railway Association to readjust their service immediately so as to make available the maximum transportation energy for moving fuel, food, material and troops.

A notice to the roads, announced tonight by Fairfax Harrison, chairman of the board, says: "First—Consolidate where practicable through passenger train service and eliminate those trains which are not well patronized. "Second—Reduce the number of special trains and give up running excursion trains. "Third—On branch lines where two trains are operated try to reduce to one train a day. "Fourth—Where practicable substitute mixed train service for separate passenger and freight service on branch lines. Closely review number of schedule freight trains where tonnage is insufficient to load them fully, with a view to reducing the number of trains. "Fifth—Where passenger trains are double-headed for speed, a readjustment of schedules or cutting off cars where possible will release locomotives for freight service. "Sixth—Reduce as far as practicable luxuries such as observation cars. In the interest of economy reduce the present rather elaborate and luxurious bills of fare on many dining cars. "Seventh—Move 'company' freight on underloaded trains. Operate work trains as far as possible in slack times. "Eighth—Make proper train loading of primary importance with officials and train crews. Give publicity to those making good and poor records. "Ninth—Reduce as far as possible the expense of operating the railroads. "Tenth—Reduce as far as possible the expense of operating the railroads. "Eleventh—Reduce as far as possible the expense of operating the railroads. "Twelfth—Reduce as far as possible the expense of operating the railroads. "Thirteenth—Reduce as far as possible the expense of operating the railroads. "Fourteenth—Reduce as far as possible the expense of operating the railroads. "Fifteenth—Reduce as far as possible the expense of operating the railroads. "Sixteenth—Reduce as far as possible the expense of operating the railroads. "Seventeenth—Reduce as far as possible the expense of operating the railroads. 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