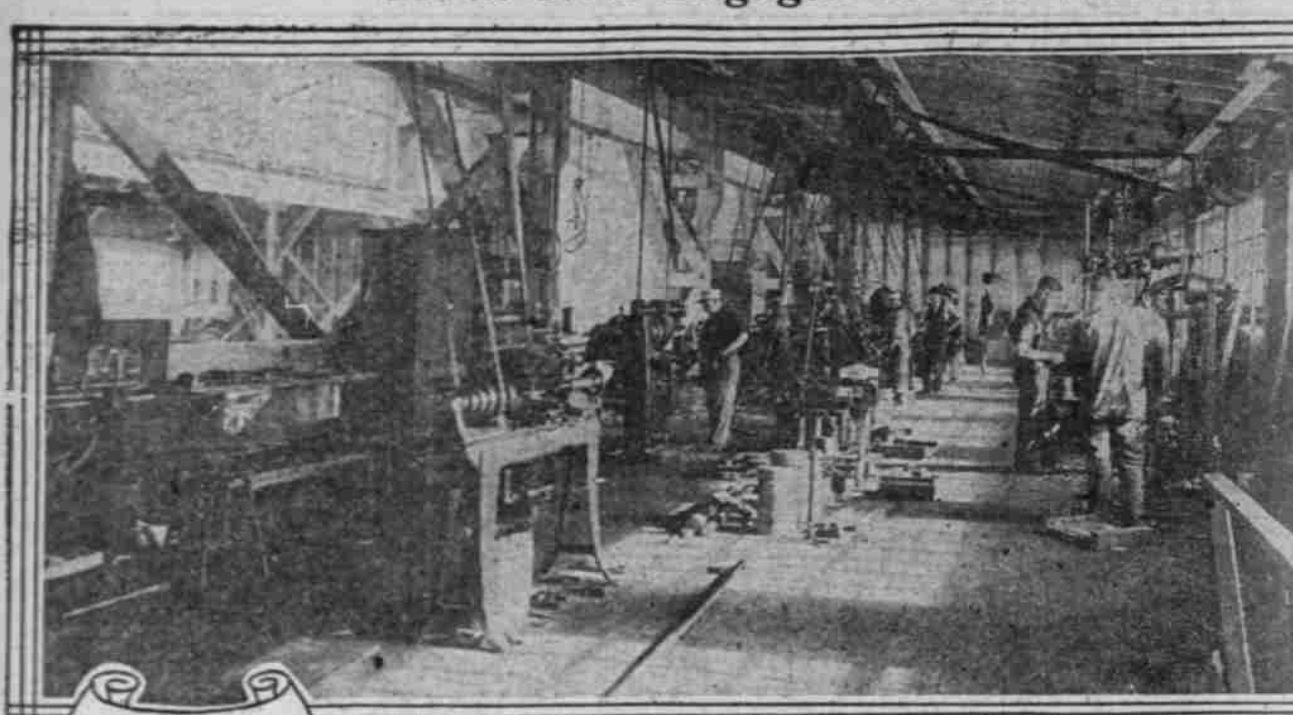
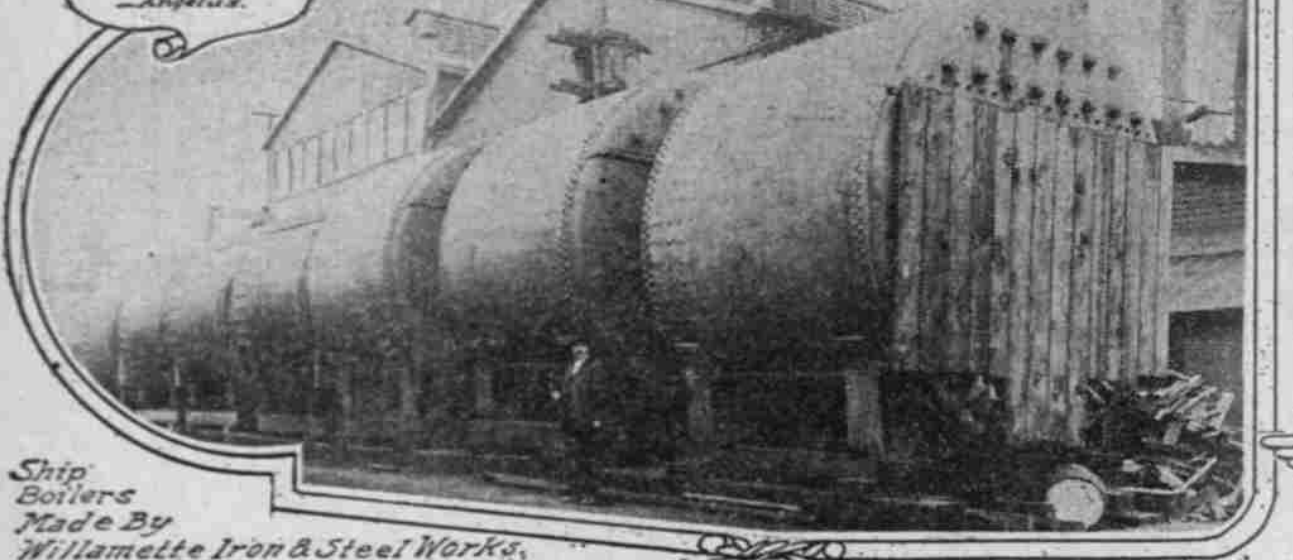


OREGON SHIP CONTRACTS WILL TOTAL \$150,000,000

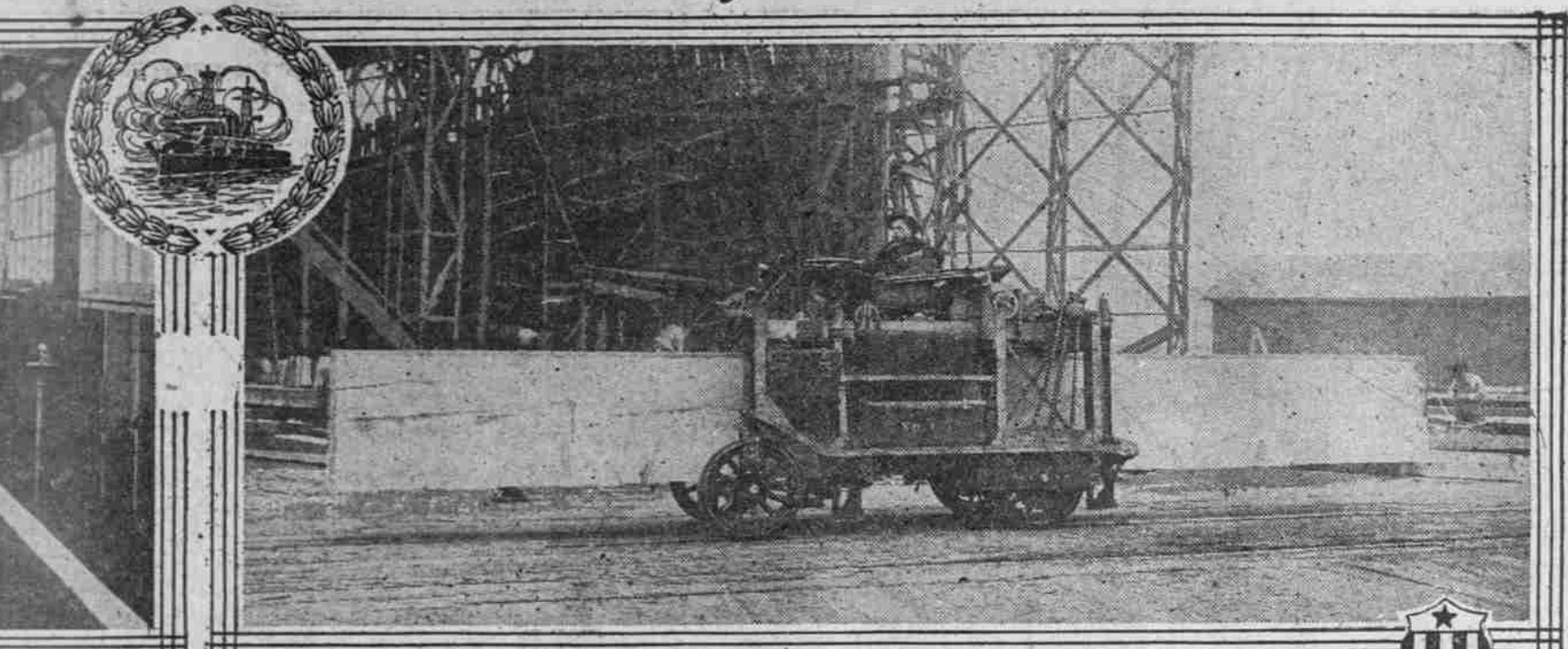
Yards Now Engaged on 153 Wooden and Steel Vessels—Government Ready to Order More Carriers



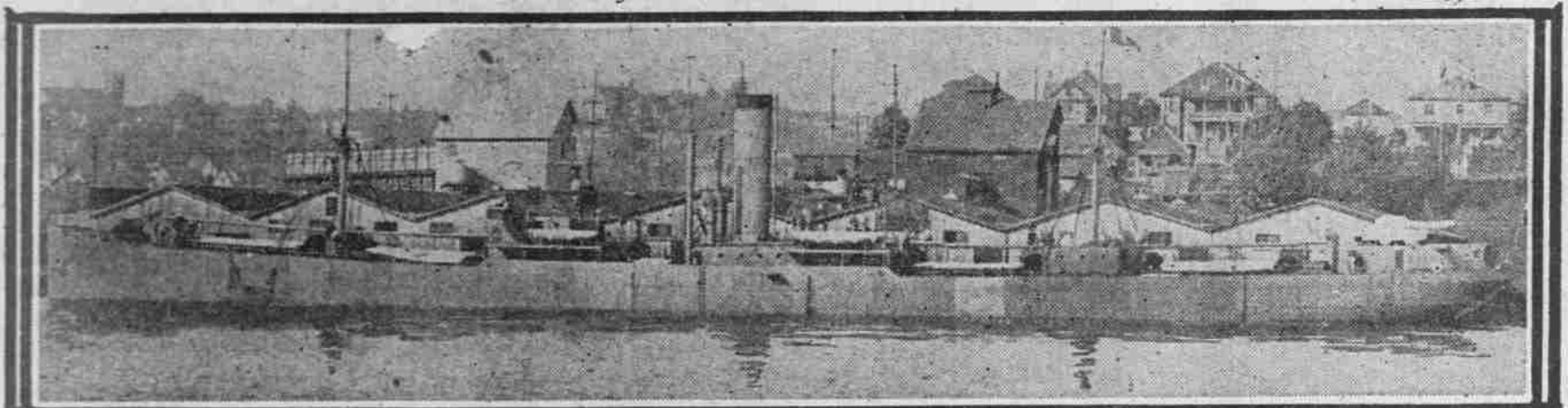
Interior of Pacific Marine Iron Works.



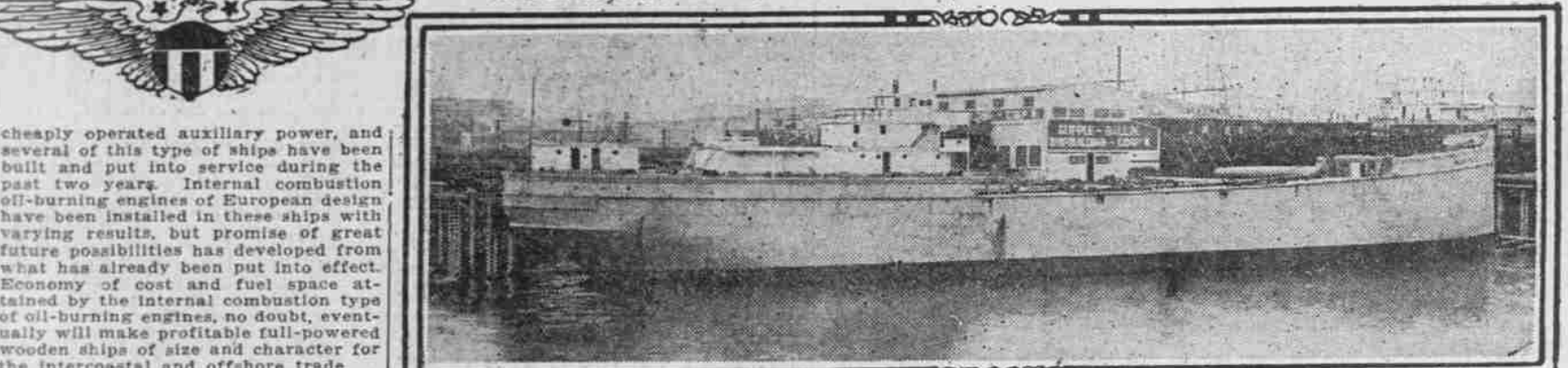
Ship Boilers Made By Willamette Iron & Steel Works.



How Heavy Timbers are Handled, Angelus.



War Knight, Northwest Steel Co.



Mt. Hood, First Wooden Vessel Turned Out by Supple-Ballin Corp.

W. D. H. Dodson, Executive Secretary Portland Chamber of Commerce.

BY THE early part of next year Oregon will deliver more than \$150,000,000 in deep-sea craft to the United States and allies as one of her great contributions to the cause that today engages the world's supreme energies. Additional contracts just awarded bring the total volume to above \$150,000,000.

More could be built in the same period if the strength of our great state had been appreciated fully by the National Government when allotting ship construction work, and if the maximum incentive had been given our business institutions that stood ready to embark upon the work of providing the vital tonnage required in making America an effective factor in the European war.

In the ship construction programme now under way in Oregon, about half is for wooden ships, and slightly more than half steel. The wood programme could have been doubled here, and the steel construction nearly so. That we did not get opportunity to do this work may be charged as one of the mistakes made by democracy when suddenly leaving the paths of peace for a great war effort to the folly of unpreparedness. Our people have done their part splendidly. They stand ready to do more. In the period of National crisis we must comfort ourselves with the thought that our best was offered, and within the limits of patriotic observance of one supreme authority we did all that was possible.

WOODEN SHIP PROGRESS.

We asked the Federal Government for the privilege of building a fleet of wooden ships, taking the raw material in the main from our own forests, sawing the same in our own mills, and building the ships with our own labor. Contracts were let slowly, on designs foreign to our experienced builders. And after a vast amount of labor had been given to the cause of obtaining permission. After contracts were placed, development of the work again was slow, conditions of the market difficult were confronted, delays grew out of the inspection and financing system, adaptation of plans passed through an unparalelled routine, and the threat of cessation in all wood shipbuilding work came frequently to discourage the operators in any permanent plans they might entertain. Despite all trouble the state is building about 350,000 tons, dead weight capacity, of wood ships. In addition, it is bearing its share of the burden forced upon the Northwest through blunders at Washington of furnishing 40,000,000 feet of ship timbers to build a number of wooden ships on the Atlantic and Gulf seaboard for which the necessary material could not be had there. We are doing all this without complaint, because the necessities of the hour seem to require acquiescence in all National work without criticism.

SHIP TIMBERS SHIPPED EAST.

At a time when all our industries are suffering from lack of transportation we find this 40,000,000 feet of ship timbers, requiring about 1400 cars, sent across the continent by rail, when, if the ships had been built here, the work would have been at least cost, vital transportation on the land conserved, we would have been given more than 100,000 tons carrying capacity by water for vital products needed on the other seaboard, and our people would have been given greater payroll and resources here to help the Nation in its financial requirements. Disregarding all these conditions, we are building ships rapidly, and stand ready to do much more when the power that be says the word.

Oregon's wood shipbuilding work is progressing in excellent manner. Twenty-three companies have been organized to prosecute the work. All except four of these have built their plants and are building ships, or stand ready at a moment's notice to start operations when given contracts. Four more would undertake the work if given permission.

Seventy-four ways have been driven, and others could be added to some of the existing plants quickly. Between 6500 and 7000 men are engaged in the wood shipbuilding operations of the state, and this number could be doubled, as there is a waiting list at most of the woodyards of the state and numerous applications of carpenters and non-skilled men from outside are turned down daily.

This is a great industry, using Oregon's greatest raw material, and proving that the wooden ship still has a sphere of influence on the world's commerce. If the motor power is properly perfected, giving low initial cost, certainty of operation, low maintenance and upkeep, and low fuel space aboard, the wood ship has an unquestioned place in world affairs in the competitive times of peace.

To attain this position, we must

build wooden ships cheaply. This means reasonable labor and material costs. The fancy rates charged today must give way to fair prices. Then the wooden ship, built upon Pacific Coast lines, will hold its position without difficulty, and Oregon will have won from the war a great permanent industry that also will offer us the means with which to control our own products in carriers we build, control and operate in and defiance of conditions an outside world may impose.

Our steel shipbuilding industry employs more men than the work in wood. There are today in the steel yards of this city directly employed about 7000 men, which number probably will be increased to 15,000 or 17,000 men by next year if the Government gives due recognition to the firms desiring to expand and enter upon the work. Indirectly employed, making parts of the steel and wooden ships being built in the Northwest, there are probably 3500 more men employed. This gives a splendid payroll for one industry, the largest for any single industry the city has ever known.

When the steel shipbuilding industry was inaugurated here following the outbreak of the European war, courage was required of the men who undertook the great task. It was patent that a great labor market was available. It was also clear that the housing and living conditions were then the most inviting of any large city in the country. But the river has freshets annually, ground had to be filled, waterfront foundations had to be computed, the assembling of the metal from across the continent was necessary, changing freight rates on the raw material were possible, and other elements that attend establishing a great industry at

a point where it was before unknown had to be taken into consideration. All these were given account, the great work was launched and today Portland companies have under contract more than \$50,000,000 in steel ship work, which may any week expand by \$20,000,000 or even \$40,000,000 more.

Oregon yards now are engaged on 153 vessels. Ships have been launched as follows:

Portland—Wooden Ships.
Columbia Engineering Works—Juana Costa, Temple, Diria, Ethel, Chiquita.

Portland—Steel Ships.
Northwest Steel Company—War Baron, War Viceroy, Westland, West Wind, War Ally.

Astoria—Wooden Ships.
McEachern Shipbuilding Company—Astoria, Margaret, Astri, Madruga, May, Pauline.

North Bend—Wooden Ships.
Krusse & Banks—Virginia Olson, Johanna Smith, Florence Olson, Horace K. Baxter.

St. Helens—Wooden Ships.
St. Helens Shipbuilding Company—City of St. Helens, S. I. Allard, June, Ruby, Frank D. Stout.

North Bend—Wooden Ships.
Krusse & Banks—Virginia Olson, Johanna Smith, Florence Olson, Horace K. Baxter.

WOOD SHIPBUILDING FUTURE GREAT

Immense Timber Supply and Suitable Sites for Yards Big Assets

By H. E. Fennel, Manager Coast Ship-

building Company.
THE natural wealth and resourcefulness of Oregon, strange to say, has to a considerable extent retarded its development. All requirements for man's needs and comforts here have been so easily obtainable from the energetic enterprise and development has been more or less lacking.

It would be wrong, however, to say the Oregonian lacks pride in his state. On the contrary, to be an Oregonian rightfully means to be a person exceedingly proud of his or her state, and loyal to the core in the support of the

parent or Federal Government: in fact, all that is American. This has been demonstrated when our country has called for the support of its people. Oregon has been found foremost in the ranks of contributors of stalwart men, money, ships, airplane lumber, foodstuffs, wool and clothing.

The Government emergencies meet ready response from Oregon in practically all requirements, but perhaps the greatest aid at this time is to be derived from her ability to produce more quickly and substantially than can be done elsewhere in the world wooden ships or overseas transportation of the United States Shipping Board's Emergency Fleet Corporation. Prior to the conduct of the raging struggle now being enacted in the awful theater of war and devastation.

It is of Oregon's wooden shipbuilding industry I would ask consideration at this time, particularly that which is located in the Columbia River district. While the Pacific Northwest, including Oregon, Washington and British Columbia, is favored with dense groves of suitable shipbuilding timber and ideal climatic conditions, enabling it to compete with the world in building wooden ships, the Columbia River district especially is favored in this regard by being closely environed with growing ship timber easily accessible to its milling plants, which in turn are located within easy communication of the shipyards.

The district presents 100 miles suitable for shipyard waterfront, all of which is attractive for home sites for workers, thus presenting an ideal condition unequalled elsewhere in this or any other country. Our people have arisen to the emergency and during a period of time something less than two years there have sprung into existence on the Columbia and Willamette rivers nine new wooden shipbuilding plants, in addition to the St. Helens plant, established prior to the war, and these plants alone are capable of putting afloat at least 200,000 tons of overseas carrying capacity in a period of 12 months, which, added to steel ship construction progressing rapidly wherever possible, is an asset of great value to the United States, not alone at this critical period, but for time to come.

Many Foreign Contracts Filled.

Much of the tonnage being constructed today is for foreign ownership, but available to our Government if required. Many of the wooden vessels under construction, however, are being built directly for our Government from plans and specifications provided by the United States Shipping Board's Emergency Fleet Corporation. Prior to this corporation's entrance into the field of ship construction our local builders had turned their attention

to the possibility of building sailing vessels which could be propelled in light winds and calms by a

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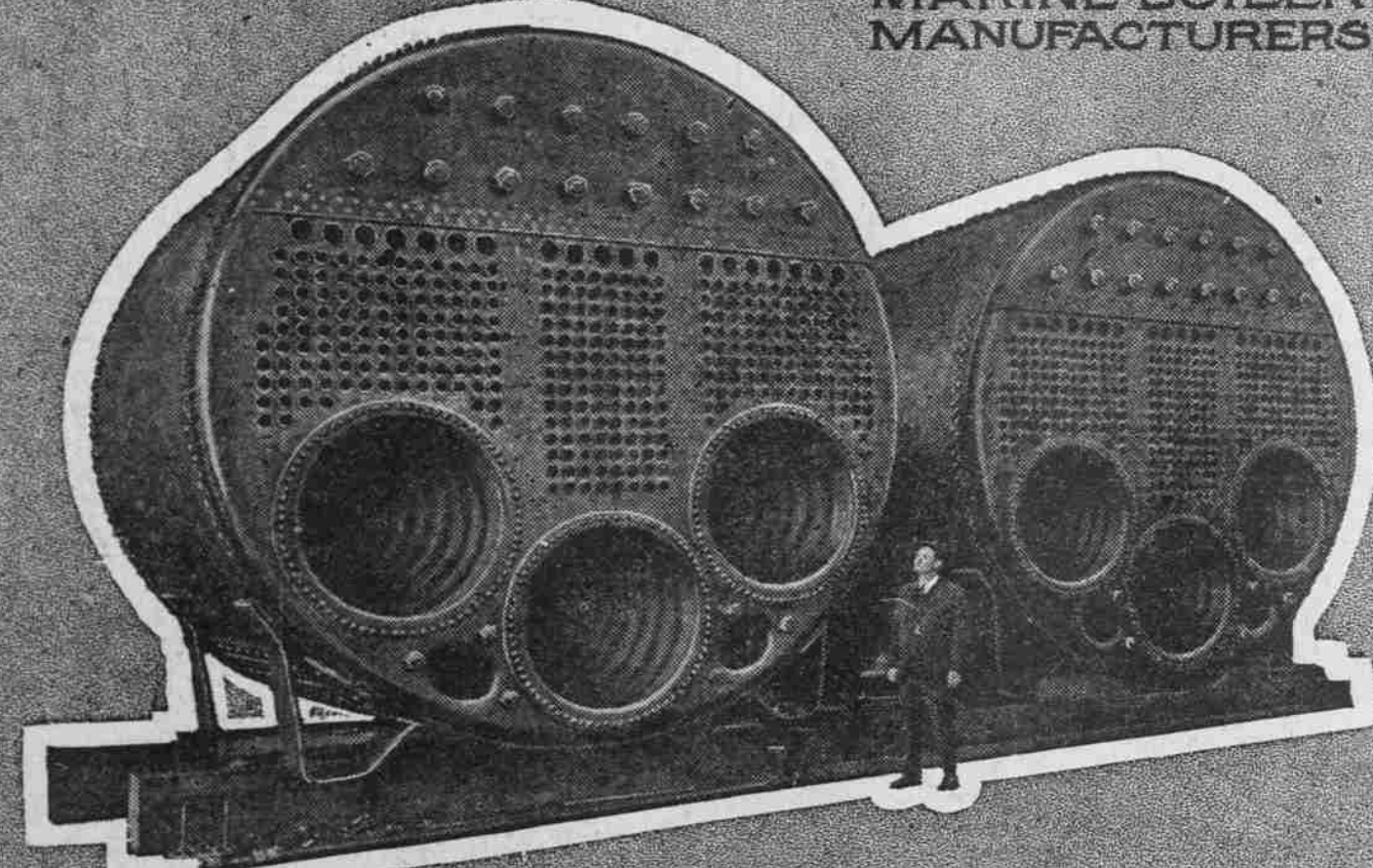
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PORTLAND, OREGON, U.S.A.

MARINE BOILER MANUFACTURERS



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Facilities for any class plate work up to 1 1/2 inch thickness. Equipment most modern on the Pacific Coast. Ranks among largest marine boiler manufacturers in the United States.

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