

CONCRETE SHIPS TO BE RAPIDLY BUILT

Shipyards in Georgia, South Carolina and Florida Will Launch Many Vessels.

10,000,000 TONS NEEDED

Success of Big 5000-Ton Stone Freighter, Which Made Trial Trip at San Francisco Yesterday, Convinces Government Men.

BY HENRY M. HYDE. CHICAGO, May 5.—(Special.)—The steel and concrete ship Faith, a 5000-ton freighter, much the largest concrete ship ever built, sailed today from a Pacific port on her maiden trip.

Meanwhile the shipping situation remains the most critical in all the war preparations of the Government.

The latest report from the War Department is that 2,000,000 Americans are expected on the fighting line by January 1, 1918. It will take at least 10,000,000 tons of shipping in constant service to transport and maintain an army of that size.

Charles M. Schwab, chief of the shipping programme, in whose driving power every American has great confidence, says that the Shipping Board expects to launch 2,000,000 tons in 1918.

To make up the difference it will take every ton of additional shipping that can be obtained from any source.

The chief claim made for concrete ships as opposed to steel ships, is that they can be turned out in less than half of the time required for the latter.

R. J. Wig, chief of the concrete construction department of the Shipping Board who started as a skeptic, has been convinced, as the result of long investigations, that concrete ships on any scale are practically certain of success.

The opinion of Mr. Wig is backed by that of many of the most eminent steel, as well as concrete, engineers in the country. J. W. Powell, head of the ship building interests of the Bethlehem Steel Company, and Charles M. Schwab's right-hand man in the ship building industry, was asked before the Senate committee whether he thought the building of concrete ships worth trying on a big and serious scale.

"Yes," declared Mr. Powell. "Try everything. Give concrete a thorough test, don't overlook one bit."

BIG SHIP JUSTIFIES NAME

Trial Trip of Concrete Vessel Faith Proves Successful.

SAN FRANCISCO, May 5.—The steamer Faith, the largest concrete ship in the world, built by the San Francisco Shipbuilding Company, was given a successful trial trip here today, averaging more than 11 knots an hour in its four passages over the official trial course.

Experts and shipbuilders who were on the vessel expressed themselves as being highly pleased with its performance. Captain Richard E. Connell, in command of the Faith, said the test was satisfactory.

Weather conditions were perfect. The test lasted four hours.

The Faith's electric and steam steering gear, according to those who were on the vessel, worked exceptionally well.

The Faith's engines were installed in 44 days. This, it was said, established a record here, the previous record being 62.

These engines are known as triple expansion, reciprocating, marine steam engines, and are designed especially for ocean travel. They are situated in the stern of the vessel in order that valuable cargo space will not be taken up with any excess of driving machinery.

The success of the trip put into operation the plans for three more concrete boats, each larger than the Faith, to be built here by the same company as fast as the material becomes available.

The Faith has already been chartered for her first voyage.

KYLE AGAIN IN PEKING

AMERICAN, LONG CAPTIVE, LITTLE WORSE FOR EXPERIENCE.

Bullet Hole in Coat Bears Witness to Very Narrow Escape from Chinese Bandits.

PEKING, Sunday, April 28.—(By the Associated Press.)—George A. Kyle, of Portland, Or., the American engineer released last week after having been held captive by Chinese bandits for 32 days, has returned to Peking little the worse for his experience.

A bullet hole in the shoulder of his coat bears witness to his narrow escape when the bandits fired on him at 10 paces on the day of his capture.

The American's release was effected by Charles D. Tenney, Chinese secretary of the American Legation, and F. C. Hitchcock, of the Stems-Carey Railway & Canal Company, in conjunction with the Chinese General Chang and the Catholic mission. No ransom was paid, but General Chang guaranteed the leaders places on his bodyguard.

Mrs. George A. Kyle, of the Imperial Arms apartments, yesterday received a brief cable message from the Stems-Carey Canal Company, through the American Legation at Peking, announcing that Mr. Kyle had been released.

The additional information contained in the dispatch to The Oregonian was read with relief by Mrs. Kyle, who is anxiously awaiting direct word from her husband.

Navy Death Rate Lowest on Record. WASHINGTON, May 5.—Incomplete reports received by Surgeon General Bralsted, chief of the Navy Medical Corps, indicated that the death rate for the week ending April 27 was the lowest in the history of the Navy.

"OLDEST MAN IN THE NAVY" AND HIS GRANDSON.



—Photo copyright by Committee on Public Information. Left, Gaston V. Lowe, 20 Years Old, Who Enlisted at Kansas City, Mo., in 1817. Right, Adolph L. Lowe, 77 Years Old, Who Served in the Navy From 1861 to 1865. Adolph L. Lowe, who is sure he is the oldest man serving in the Navy, called on Secretary Daniels a few days ago, and was warmly welcomed by the head of the Navy Department. He left the service half century ago, after serving through the Civil War, and re-entered as carpenter's mate on May 23, 1917.

IRISH IN DOUR MOOD

Conscription Edict Makes Tense Situation in Island.

DUBLIN, May 6.—(By the Associated Press.)—Although Ireland is quieter than before, the announcement of conscription there is still causing great tension of public feeling and much discussion of future prospects.

The appointment as chief secretary for Ireland of Edward Shortt, radical and home ruler, followed by the appointment of William Archer Redmond, member of Parliament for East Tyrone as intelligence officer on Lord French's staff, created for a few days the impression that the government had abandoned its intention of enforcing conscription.

It is, however, generally realized that the policy of the government is two-fold, and that its declarations regarding home rule and conscription stand equally firm.

Unlike the Sinn Feiners, who take the view that the Irish should ignore the offer of home rule and remain permanently away from Parliament, the absence of the Nationalists is temporary and the prevailing opinion among them is that they should return for the second reading of the home rule bill and state their decision upon it. In fact, the union of the Nationalists and Sinn Feiners is limited to the absence of the Nationalists in Parliament.

Several wild rumors have been active. One had it that treasury notes here had been issued as a war expedient and would be useless after the war. The story was believed, especially in Munster, where the people changed their notes for silver, which they hoarded. The result was that there was serious dislocation of business, the employers finding difficulty in getting money to pay their workmen, while the stores had to give credit for goods.

The silver shortage affected the Dublin traders' banks today. Even the postoffice was unable to supply change for notes. Thirty chests of silver arrived to relieve the stress.

STOCKHOLM, May 5.—The Pines do not contemplate the conquest of Karelia, according to the Helsingfors correspondent of the Svenska Dagbladet, who has sent the following telegram:

"I can report authoritatively that no Finnish action for conquest of Russian Karelia can be expected, since Germany will not support such a plan. Meanwhile, a movement has been set afoot by the inhabitants of Karelia to institute a plebiscite regarding the question of joining Finland, and if a majority should favor it Germany might be inclined to support their demands."

Karelia is a region in the northwest of Russia embracing the southeast corner of Finland and including parts of the governments of Petrograd, Gornets and Archangel and bordering to the northeast of the White Sea. The Karelians belong to the Finnish stock.

WASHINGTON, May 5.—Frank P. Glass, president of the American Newspaper Publishers' Association, has accepted the invitation of George Creel to send a committee representing the association to Washington to inquire into the work being done by the committee on public information, of which Mr. Creel is chairman.

In a letter addressed to Mr. Creel, Mr. Glass declared that he was impressed that "there should be a more thorough knowledge on the part of the public of your committee's function and work," and that he was convinced that "such a knowledge would be most beneficial to the country and especially to the newspapers."

BUTTE PLASTERERS ON STRIKE. BUTTE, Mont., May 5.—The strike of Butte plasterers is partly a stoppage of construction. The men demand an increase in wages from \$8 to \$9 per day as demanded by the plumbers' union, which is also on strike.

CHICAGO, May 5.—Chicago, which only a few years ago read seven morning newspapers all at the same time, will have to get along with just two when it sits down to breakfast tomorrow—the Tribune and the Herald-Examiner. For the Herald, in the fourth merger in which it has been an ingredient, today was combined with the Hearst morning paper. Chicago used to have twice as many morning sheets as evening papers. Today just the reverse is true.

Morning newspaper history here since 1890 has been one long story of combinations. The Tribune, Inter-Ocean, Record, Chronicle, Times, Dispatch and Herald used to divide the field. Then the Times and Herald were combined

as the Times-Herald in merger No. 1. That left six. Later on the Times-Herald was combined with the old Record under the name of the Record-Herald in merger No. 2. That left five. Shortly thereafter the Examiner was started, restoring the total to six. But the suspension of the old Dispatch, followed in a few years by the dropping out of the Chronicle, cut the total to four.

For a time the morning and evening sheets split the field, four to four. Then, in the Spring of 1914, the Inter-Ocean and the Record-Herald were united in merger No. 3 under the name of the Herald and under the editorship of James Keeley, who left the Tribune to found the new venture. That left three.

Today Keeley's Herald was absorbed by Hearst's Examiner in merger No. 4. That leaves just two.

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And through all the mergers the name "Herald" has been the only one to survive. The Times, the Record and the Inter Ocean with which it was amalgamated at different times are all but forgotten.

For four years the Herald has been a losing venture. Reports in business circles place the annual deficit at \$300,000.

Mr. Keeley, the retiring editor, is to go abroad to spend three months making investigations for two European countries and upon his return may become editor of the Herald-Examiner.

The new merged paper will be issued from the Hearst building, under the present editorship of Arthur Brisbane, and the old Herald plant on Washington will be sold.

FINNS ALIEN CONQUEST OF COUNTRY IS NOT CONTEMPLATED.

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PRESS PEEVES GERMAN

REVENTLOW REFUSES TO ADMIT BRITISH ARE CHIVALROUS.

Honors Recently Accorded Famous Teutonic "Ace" at Burial Declared to Be Self-Advertisement.

AMSTERDAM, May 5.—Count Reventlow, in an article headed "British Chivalry and Self-Advertisement" in the Deutsche Tages Zeitung, complains that the German press recently went so far as to admit that the British sometimes are chivalrous to an enemy. This he considers insufferable.

The Count is incensed particularly because the German papers expressed satisfaction with the manner in which the famous German aviator, Captain Baron von Richthofen was buried by the British and says:

"We cannot accept these so-called honors as sincere. It is all an advertisement. Our enemies forget to tell us what enormous sums they received for bringing down Richthofen. All members of the flying corps who buried our hero are nothing but war profiteers."

SOLDIERS' HOME PROPOSED

Stratford, Shakespeare's Birthplace, May House Americans.

LONDON, May 5.—The Weekly Dispatch today featured an editorial urging the establishment at Stratford of a central "home" for American soldiers on leave.

"In the heart of England," says the paper, "there is a spot hallowed forever in the hearts of all who speak the English tongue, namely, Stratford, the birthplace of Shakespeare. Is there any reason why a rest home for the American soldier on leave should not be in this spot?"

"The American soldier does not want merely to see our towns, but our historical monuments. To him, as to the British soldier, there is no place like home. Let us give him a worthy one. He is here to help us; he may be here

FOR A LONG TIME TO COME. But when he does go home, what then?

"As we sow, we shall reap, and if we sow well today we know that when he goes home he will sow the seeds of everlasting concord."

DIVER MENACE HELD LESS

Franklin Roosevelt Says American Fleet Is Doing Good Work.

NEW YORK, May 5.—While the U-boat menace has not been eliminated its danger should decrease from now on, asserted Franklin D. Roosevelt.

ASTORIA FISHERMEN FINED.

Lars Brekke and Samuel Hill were found guilty in Justice Court Saturday afternoon on a charge of violating the state law by having fresh salmon in their possession during the closed fishing season. Each was fined \$50 and \$5 costs. The men were arrested the morning of May 1, several hours before

ASTORIA, Or., May 5.—(Special.)—

the opening of the Spring fishing season. Read The Oregonian classified ads.

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