

U. S. STEEL WILL MAKE BIG GUNS

Industrial Corporation Will Do War Work for United States and Allies.

GARY ANNOUNCES PLANS

Plant to Be Established in Interior of Country, Where Cannon and Projectiles Will Be Manufactured.

NEW YORK, May 9.—The United States Steel Corporation, at the request of the Government, will enter into the manufacture of heavy artillery and projectiles in great quantities.

Chairman Gary's statement made public tonight follows: "At the solicitation of the Secretary of War, the United States Steel Corporation has undertaken to construct a plant for the manufacture of cannon and projectiles of large sizes and in great quantities, and to operate the same when finished."

"At best the time required will extend over a considerable period and the cost will be large, but the work will progress with all practicable speed and economy in the use of money will be practiced. It is hoped and expected the results will be creditable to the country."

"The work will be in the immediate charge of a committee consisting of a vice-president and the controller of the corporation and eight others designated from the officers (presidents or vice-presidents) of the various manufacturing subsidiary companies, and all selected because of their educational experience and peculiar fitness."

"The officers of the corporation and the subsidiary companies will receive no compensation for their services."

"Accurate books of account will be kept, which, with all records, files and other documents and papers, will be open and subject to examination by Government officials or other properly approved representatives."

"General plans will be rapidly prepared and will soon be ready for examination by the ordnance department or other bureau, and when approved the corporation will be given a free hand in construction and operation, including itself, for the faithful performance of the duty imposed by the terms of the contract."

"The corporation, in consequence of the magnitude of its business, most of which, directly or indirectly, is in aid of the military necessities of the Government and its allies, had hoped to avoid the necessity of engaging in work of the kind now set upon it, but was persuaded by the War Department that it was imperatively required under existing conditions."

CITY PRESS IS LAUDED

LIBERTY LOAN SPEAKERS HOSTS AT NOON LUNCHEON.

Music Committee and Papers Are Given Credit for Making Third Drive a Great Success.

Mutual felicitations and general jollity were the order of the day at the liberty loan luncheon held yesterday noon, when the speakers and music committee entertained members and invited guests at a luncheon held in the Elizabethan room of the Hotel Imperial.

As chairman of the committee, Edgar B. Piper presided, and called upon various members and guests for brief talks relative to the campaign, among them Edward Cookingham, chairman of the state liberty loan committee.

Mr. Cookingham complimented the committee highly upon its participation in the campaign and declared its work to have been indispensable to the magnificent accomplishments of Oregon in the liberty loan race. Particularly did Mr. Cookingham pay his respects to the newspapers of Portland.

"I am grateful," said Mr. Cookingham, "for the great work done by the newspapers of this city. Every one of the papers has responded with the most invaluable service throughout the entire campaign, and I am fully conscious of the important part they played in the tremendous success attained. The publicity work and the work of the speakers and music committee formed the connecting link between the patriotic dollars of Oregon and the patriotic hearts of the whole country."

Mr. Cookingham charged his hearers with the importance of maintaining the efficient organization that has carried the third liberty loan to present successful accomplishment, and of continuing the enlistments they have made in the army of liberty loan workers.

Among the several speakers was Robert E. Smith, executive campaign manager for the state, who announced that Oregon yesterday morning had attained a total of \$27,217,656, with 151,494 subscribers, an increase of more than 50 per cent. Mr. Smith declared that no small amount of the consequent credit was due to the untiring work of the speakers and music committee.

Among the specially invited guests at the luncheon were: Edward Cookingham, chairman of the state committee; Robert E. Smith, state executive campaign manager; H. L. Pittock, General Beebe, Adjutant-General Williams and others who have lent invaluable aid to the work of the committee.

John F. Peterson Disappears, Leaving No Trace.

John F. Peterson had good-bye to Globe Hotel attaches at 3 o'clock Friday afternoon and strolled out of the

DANES DISCOVER IGOTZ MENDI IS CAPTURED SHIP; AID REFUSED

Eight Months Prisoner on Teuton Raider, Captain Cameron and Family Are Free as Very Gates of German Prison Yawn.

The interesting sea tale of Captain Cameron, whose ship was captured and sunk by the German sea raider Wolf and who witnessed many other captures and sinkings, is drawing to a close. The Spanish steamer goes, Mendi, laden for a British port, now with a German prize crew aboard, is making for Kiel. The Danish steamer goes ashore on the Danish coast. Captain Cameron is a prisoner on board. Rose, the German commander, has sent for a tug to pull the ship into deep water.

BY CAPTAIN J. STANLEY CAMERON. (Copyright, 1918, by the Press Publishing Company, The New York World.)

XII. THE manager of the Danish salvaging company, on arriving at the lighthouse and talking with the various people there, concluded that perhaps things were not just right with the Igotz Mendi and that he had better get in touch with the Danish naval authorities before doing anything. He called up the commander of the Danish cruiser Diana and stated the case, saying that things didn't appear to be just right.

The commander, a Lieutenant Naegoni, getting in touch with the authorities, phoned the manager of the salvage company that he would come right down and investigate. At about midnight the Diana arrived and Lieutenant Naegoni, being a gentleman and also a shrewd, wide-awake officer, took his chief officer on board the Igotz Mendi, telling him that he, the commander, would keep the captain of the Igotz Mendi busy answering questions in the saloon while the chief officer should have a good look around and gather what information he could.

Danish Commander Suspicious. As soon as the Danish commander arrived on board we were all pushed and shoved into our rooms, and the doors closed. When Rose started to take Lieutenant Naegoni into the chart room above, the Lieutenant said: "Oh, no, captain, let's go into the saloon; it is not customary to entertain the commander of a cruiser in the chart room."

So they came into the saloon. Just as he came through the door he saw some of us being hustled out of sight—but said nothing. Shortly one of the ladies would shout down the alleyway: "Oh, Mrs. So and So, won't you come to my room for a minute? Don't be frightened. All this for the benefit of the Danish officer in the saloon."

In the meantime the Danish chief officer was wandering around the Igotz Mendi taking notice of all he saw. While strolling through the bunkers, where our "temporary" warm place was, he noticed Nita's "Kewpie" doll lying where he had dropped it. There were men standing around all through these quarters. Suddenly the officer turned on a man standing there and said: "You're not a German."

The man answered, saying: "No, sir; I am a Dane."

"Well, what are you doing here?" "The Dane, Jensen, told him he was from the Wolf and was working here on the Igotz Mendi, and that there were American and British prisoners on board, including some women and children. After completing his rounds, the Danish officer went on deck and told Lieutenant Naegoni that he was ready, and calling him aside, told him what he had found. Lieutenant Naegoni then gave orders to disable the wireless plant and told Rose that the tug could not assist him off the beach, and that at the end of 24 hours the vessel would be interned, providing she was still under the German flag. He advised him to land any prisoners he had.

Of course, during all this talk, we prisoners knew nothing at all of what was going on, and when we saw the Danish officers leaving we came to the conclusion our case was lost, and as there was an armed sentry pacing back and forth in front of the two doors leading from the cabin to the deck, it looked black indeed, and I for one felt very, very disappointed.

Attempt to Float Ship Vain. The strain was beginning to tell on my wife again, so we both lay down on the bunk with our clothes on and listened to Rose on the bridge, ringing the telegraph and working his engine, a vain attempt to get his vessel off the beach.

As I lay there thinking, I could not but pity Rose, realizing how he must have felt. Just imagine what his door, supposedly to report to draft board No. 3 to be sent to Fort McDowell, Cal. Then he disappeared.

Did something sinister happen to Peterson or did he merely turn coward at the last moment and run away? That is the question. J. Thorburn

feelings must have been on realizing that after spending 15 months on a raiding and minelaying cruise, and always evading his enemies, he had run his vessel aground almost at the gates of Germany, and in place of receiving the iron cross, first-class, there was the possibility of his facing a court-martial on his arrival home, providing, of course, he was lucky enough to escape internment.

Thinking this, I fell asleep, and at 6:30 A. M. of February 25 (will I ever forget the date!) I was awakened by one of the German seamen named "Hans" knocking at my door and saying: "Kapitaine, Kapitaine, wake up and get ready to go ashore in the boat." I'll bet we broke all speed records getting on deck. Rose asked me to get into the life-saving boat first as the Danish crew couldn't speak English, and then I could help the balance as they came down the ladder. I got Janita firmly on my back and climbed down into the boat. There was a large sea running, and as the Igotz Mendi was stationary on the bottom and the lifeboat was riding on the seas, one moment the boat would be even with my feet and in another would be 15 feet below. The idea was to jump at the instant the boat was even with me.

Landing in Surf Perilous.

This was easy enough with myself and wife, who understood such things and had had previous experience, but to the balance of the passengers it was hard to make them get out at the right time, they all having a tendency to hang on until the boat had started to go down again. Then, if they should let go, the drop was great, and the men in the lifeboat could not hold them when they tried to catch them.

In some cases it was necessary absolutely to wear the life jackets, the ladder by main force. However, we finally got all the women, children and men into the boat and we started out to sea. When we were into the breakers and the sea would wash clean over us, many thought that it would be a case of swim or drown, not reckoning on the kind of lifeboat we were in or on the class of men that manned it.

Old Danes Great Sailors.

I have seen various life crews at their drill and I spent a season on the beach at Cape Nome, where everything is surf work, but these old Danes, averaging 50 years, were in a class by themselves. On entering the breakers they dropped a kedge anchor with a long line and literally backed the boat through. A gigantic comber, one of those curling ones, just commencing to break, would rush upon us; up would go the water of the boat and just at the instant that I would expect her to go end for end, the old "Sibbad" tending the anchor line would check her and in another instant we would rush for the beach, just as the Kanakas ride the surf on a board at Honolulu.

When I finally grounded the men from the beach ran out and seized the women. The balance then ran the boat higher up the beach. The natives must have thought we were a bunch of raving maniacs the way we carried on on getting our feet on good terra firma again. We danced, we shouted and cheered and made a grand fool of ourselves generally. But to my mind the situation warranted it.

High Praise for Danes Given.

What a fitting climax to an adventure of this kind, eight months of imprisonment on a Teuton raider and to be set free at the very gates of Germany at the 11th hour and 59th minute. It is hard to realize that the little town of us to us all, possibly the very lives of my wife and kiddie, as I feel sure that they could not have stood much more, and at the best there was a chance of being buried alive in a German internment camp and living under the conditions that I now know to exist in that country.

We were taken to the nearby lighthouse, where the keepers and their families did everything possible for us, drying our clothes and giving us hot coffee. About midday we went into Skagen, two miles distant, and separated, going to different hotels. My family and I put up at the Seafarer's Home and were excellently taken care of by our host, Borg Hansen.

I wish to go on record here as saying that at no place that I have ever been in have I met a more whole-souled, more hospitable or a more likable class of people in any life than these Danish people of the little town of this time. The met people there who were the quintessence of courtesy and hospitality—in fact, they were "regular Danish ladies and gentlemen." When at Skagen, our various Consul took us in charge and sent us on to Copenhagen, where we separated, each going our own way.

(To be concluded tomorrow.)

Rose, clerk of No. 2 board is asking. The puzzling fact about Peterson's disappearance just as he was to be inducted into military service is that he had always professed to look forward with eagerness to his entry into the

GRAY'S TWENTY

Any man who works for the money he spends can't afford to spend his money for clothes until he has investigated Gray's Profit-Sharing Cash Policy.

A few months ago we adopted this new selling plan with the idea of developing a big business, then giving our customers the greatest Values possible.

To do this we cut off just one-half the profit we had been charging and that other stores charge now.

Our business has simply been revolutionized in eight months; we are today doing three times the clothing business without increased Expense. Net result of new policy, mutual benefit to store and customer. When I say I'll save you half the profit you pay other stores I'll prove it to your satisfaction.

Compare Gray's

\$20

Suits and Overcoats With Those Other Stores Sell for \$25.00 and \$30.00

Compare Gray's

\$30

Suits and Overcoats With Those Sold by Other Stars for \$35.00 and \$40.00

Values Will Tell

R. M. GRAY

366 Washington

At West Park

Army. He had never shown an inclination to shrink. The young man had reported to his board three days ahead of time. He has gray eyes and brown hair. At the time of his disappearance he wore a brown coat and hat and new khaki trousers.

Through investigation by the police and Federal authorities failed to yield a trace of the young man after he left the hotel. The others with whom he should have traveled left at 1 o'clock Friday night, but Peterson was missing. That he weakened at or either fled or took his life is the theory of the officers. If alive, he is now a deserter. A message of inquiry was sent yesterday to his

father, N. S. Peterson, 2833 Tenth avenue, Seattle. Peterson is 26 years old, 5 feet 10 inches tall and weighs 163 pounds. He has gray eyes and brown hair. At the time of his disappearance he wore a brown coat and hat and new khaki trousers.

Read Harley's article, page 8.—Adv.

IMPORTANT NOTICE

No matter how many hurrah sales you may attend, you will wind up at Blank's Sample Shop, because better goods, lower prices and your money back if not satisfied, on all Suits, Dresses, Coats, Skirts and Sweaters. Blank's Sample Shop, 360 Morrison St., corner Park.

Let's Get at the Facts

No. 9—Why a Six-Cent Fare in Portland?

(Continued)

Shortly after our Company filed application for an increased fare, seven of the leading business organizations of the city appointed special committees to investigate the local streetcar situation.

These organizations were: Chamber of Commerce, Ad Club, Rotary Club, Progressive Business Men's Club, Realty Board, City Club and East Side Business Men's Club.

A joint committee, made up of these seven special committees went into every possible detail of the whole local transportation situation and at the end of three months reported the result of their investigation in the following set of resolutions:

"Whereas, The investigations of our several sub-committees have established;

"1. That on the present basis of revenues and operating expenses the Portland Railway, Light & Power Company is not earning sufficient to pay its operating expenses, depreciation, taxes and fixed charges;

"2. That during the last three and one-half years the company has paid no dividends to its stockholders, but on the contrary the stockholders have been called upon within that time to pay \$2,500,000 into the treasury of the company in order to maintain its solvency;

"3. That the value of the street railway property has been determined by the Public Service Commission to be \$18,233,000, and that said value includes no property except that used and useful in the operation of the street railway.

"4. That there has been a considerable increase in street railway revenues during the last six months, but that the revenues of the street railway are still on a basis somewhat lower than the revenues during the year 1912; that the year 1912 was the last year in which the street railway earned 6 per cent net on the value of the street railway property, as determined by the Public Service Commission;

"5. That wages of employees of the street railway were fixed by arbitration on October 15 on a basis of hourly rates 50 per cent higher than the hourly rates of wages paid in 1912; that the present cost of materials required for the maintenance of the street railway now averages approximately 100 per cent more than the cost of such materials in the year 1912;

"6. That on the present rates of streetcar fare it does not appear to be possible for the company to give adequate service and meet the very greatly increased operating expenses to which it is subjected,

"7. That the need for relief is immediate and urgent.

"THEREFORE: Be it resolved, that this special committee, representing civic organizations of Portland, recommend to their respective bodies. That they urge upon the Oregon Public Service Commission that the Portland Railway, Light & Power Company be granted such relief as is necessary to justify the maintenance of present wages, hours and working conditions, and discharge the legitimate financial obligations of the company.

"AND, Be It Further Resolved: That the chairman of this general committee appoint a special committee of seven to further investigate the subject of street railway regulation and report back to this general committee recommendations as to a plan whereby streetcar fares in Portland can at all times be regulated in such a manner as to provide fair and equitable treatment of the interests of the public, street railway employees and the company, to the end that the best possible service be secured at the lowest practicable rate, including profit-sharing to the city."

We submit the foregoing set of resolutions as expressing the views of the representative business interests of Portland on the question of the justice and fairness of our position.

PORTLAND RAILWAY, LIGHT & POWER COMPANY.

War Economy Demands More Walking Health demands that you walk on SLIPKNOT RUBBER HEELS because they have the most resiliency—therefore make your walking more buoyant and less tiresome. SLIPKNOTS are made of better material to ensure longer wear. Special Cuban and French styles for women. Never ask for rubber heels—just say SLIPKNOTS—save words and money. Manufactured by Plymouth Rubber Co., Canton, Mass. Put on at all Shoe Repair Shops.