

ALLES SWEEP HUN PLANES FROM SKY

Scores of Boche Aviators Are Sent Crashing to Earth and Many Places Are Bombed.

BIG TEUTON BLOW IS NEAR

Entente Troops Await Next Drive With Confidence and Count Much on Help From Men United States Is Sending to France.

WITH THE BRITISH ARMY IN FRANCE, the British air service has raised havoc with the enemy all along the battlefield, engaging numerous German machines in combat, downing scores, and bombing unceasingly the enemy's back areas, railway establishments and factories.

It is authoritatively stated that German aviation has proved a signal failure since their great offensive opened and daily the superiority of allied aviators, who fairly dominate the air over the contending lines, is becoming more apparent.

Many Hun Planes Fall. One British brigade alone up to 3 o'clock in the afternoon had destroyed 15 German planes and had driven six others down out of control, according to unofficial but reliable figures which the correspondent learned, and at least five other Hun machines were sent crashing down.

In spite of determined opposition by German aviators, British aviators Thursday dropped bombs on the railway station at Saarbrücken, in German Lorraine, starting a fire on the railway. After bombing the town, the British turned on the enemy and in aerial fighting destroyed five of the enemy machines. One of the German airplanes was lost.

Air Battles Freer. In intense aerial fighting on the western front Wednesday, German airplanes were accounted for by British aviators, while 11 British machines are reported.

Yesterday 35 German planes were wrecked and 12 others shot down out of control. At 2 o'clock this morning and again at 2 o'clock there was a concentration of gunfire on a small sector of the British front in the Champagne-Meuse sector. There was also severe shelling of Pécourt Wood, nearby, during the night.

While the infantry was comparatively inactive today, the airmen on both sides have been extremely busy. At daybreak this morning "Archie" shells began raining down toward the front. The British turned toward hostile planes and German aviators have been making good use of the brilliant sun to reconnoiter and to take photographs. The allied aviators have been pursuing their steady and scientific work over the German lines.

Allies Wait for Attack. The allies are waiting for Field Marshal von Hindenburg to show his hand. No more magnificent weather could be imagined than has favored the western front since the beginning of the war, but even this has brought no change in the military situation. The Germans continue to remain comparatively inactive, and so far as the Northwest front is concerned, the allied aviators were it not for the grumbling of the guns, the clouds of dust along the lines of transport and the flight of airplanes, it would be hard to realize that a war was going on.

Nevertheless, there has been no relaxation of the tension which has existed along the front for many days. It is realized that the enemy may strike at any time. Certain no doubts that an ambitious offensive is in preparation, and the time necessary to complete the plans must have about run its course.

Big Drive Is Certain. The delay is in itself an added indication that the next German push is to be one of great magnitude and importance. This may be the crucial one, for the Germans undoubtedly will attempt once more to smash entirely through the allied lines.

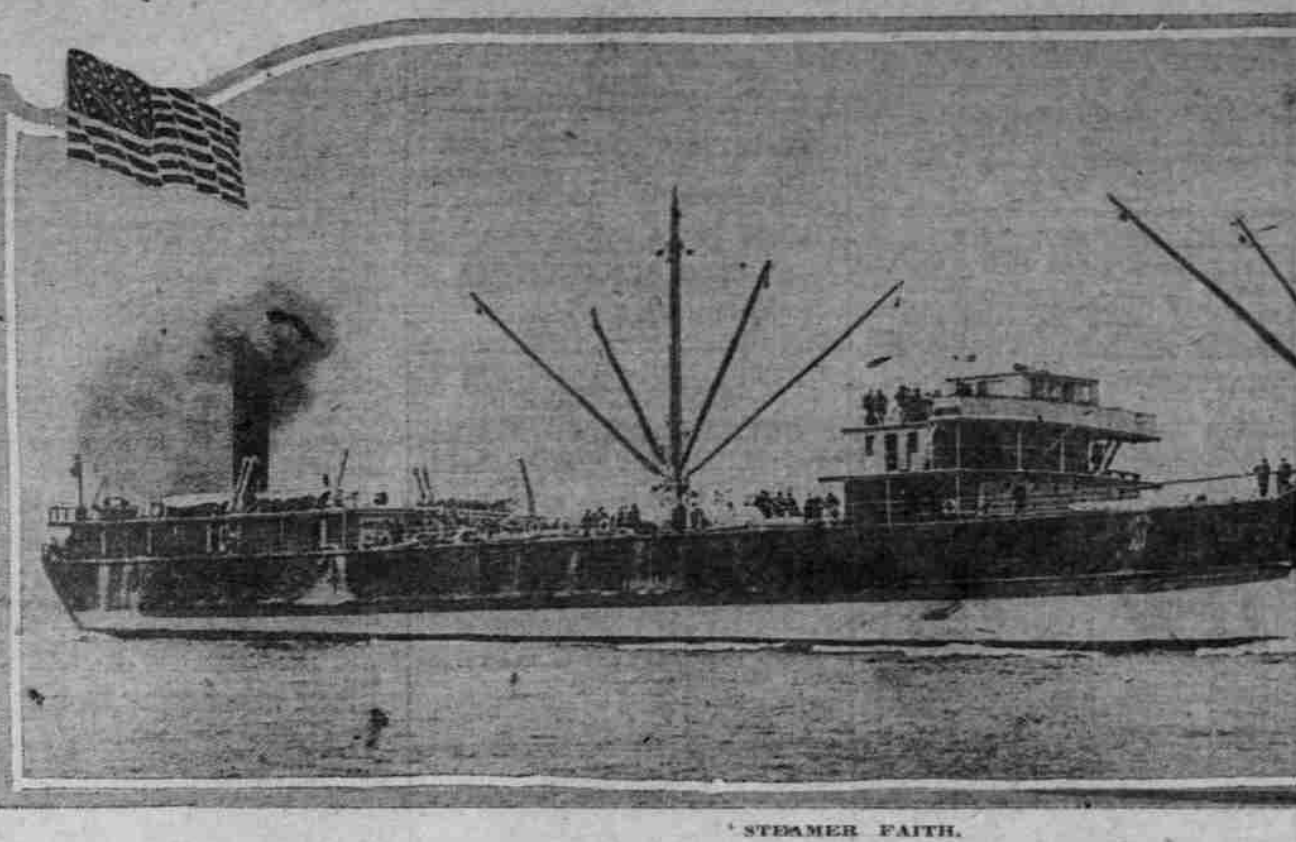
If the Germans again fail to achieve their aim—and all along this front there is confidence that they will—defending forces will feel easy once more, for they believe that if the enemy cannot break through this time they will have played his last hand. If he is held again, it will be the beginning of the end for the central powers.

In this connection, the assistance of America, fast coming to the rescue, is emphasized. It is felt that with steady-growing power the allies will be able to resume the offensive and reclaim the land overrun by the invaders.

American Help Counted On. Dependence is placed out here on the help of the United States in delivering the finishing blow. She holds the balance of power and the prospects are being discussed eagerly throughout the length of the line. Everywhere there is the greatest confidence in America on the part of the allied officers and men.

PARIS, May 17.—French aviators brought down 322 enemy airplanes during March and April, as compared with 96 French airplanes lost in the same period.

FIRST PHOTOGRAPH OF FIRST CONCRETE SHIP EVER LAUNCHED.



STEAMER FAITH. The concrete ship Faith, first of her kind to be built at San Francisco, is speeding over the measured mile course at the Golden Gate. Her test was a signal victory for the advocates of the stone ships, for she exceeded all expectations on the trial trip. She averaged more than ten knots without difficulty and it is expected will do better than 11 later on. Another welcome disclosure on the trip was the surprising lack of vibration found by the experts who were on board.

TEAMWORK PRAISED

Oregon Shipbuilders Lead U. S., Says J. W. Hall.

BALLIN DESIGN EXAMINED

New Type Steamer Will Keep All Ways in Northwest Busy, Is Word Brought From Washington.

"There is more team work among the shipbuilders of the Oregon district than in any other zone in the United States and I'll not qualify that statement one bit, though I will say that any builder from the Pacific Northwest visiting Washington is certain to be well received," was the assertion yesterday by J. W. Hall, assistant superintendent in charge of a larger type of wooden steamer in the Oregon district, on his return from Washington.

Mr. Hall was summoned there to confer with executives of the Emergency Fleet Corporation and representatives of various districts regarding the selection of a larger type of wooden steamer, the result being the adoption of the Ballin design, the work of Fred A. Ballin of the Pacific Coast Shipbuilding Corporation, and of the Dougherty yard, which was designed by the head of the Dougherty Shipbuilding Company, at Oregon, Tex.

"Detailed drawings and specifications are before the American Bureau of Shipping, and when that is given the formal adoption of the designs will follow," said Mr. Hall. "The ships are to be between 4500 and 5000 tons, deadweight, and so far as the Northwest figures, all ways will be kept busy. At the same time it is useless for representatives of the building industry to come to Washington in connection with contracts, as the officials there do not, after negotiations are concluded, have any say in the matter. The work of the shipbuilders is to have their share of the work done, and to have their share of the work done."

Mr. Hall says Eastern newspapers have devoted considerable space recently to the fact that a 5000-ton steel hull had been floated at New York in 27 days. He warned a dinner of the Oregon builders that a wooden hull in less than 40 days. He also says no takers had gone on record for two bids, each of \$10,000, which were made by the Grant Smith-Porter Ship Company could build hulls faster than others and that the G. M. Standish Construction Corporation could complete wooden ships ahead of competitors.

"They know the Grant Smith-Porter yard located at a wooden hull in 49 days and they have a wholesome respect for the Oregon speed, while they have no work to do, they are sure to be compared to speed with the showing of the West," says Mr. Hall.

The Dougherty type of ship has about 1000 tons of steel in the keels on construction, while double diagonal planking is used on the inner side of the frames as well as on the outside. The Ballin design is known for its double diagonal planking and the steel is confined to the topside of the ship. The topside is a topmast spar and after" built by the St. Helens Shipbuilding Company for the Dougherty yard. Mr. Hall was absent four weeks and while he did not discuss details of his trip, he did discuss the general information relative to machinery for use in the new ships that will assist in a marked degree in getting the new fleet ready for sea. He visited the Dougherty yard on his way home; also Beaumont, Tex., where the Beaumont Shipbuilding Company is laying down ships of the Ferris type.

STEEL MAN VISITS TACOMA

J. W. Powell Believed to Be Representative of Charles M. Schwab.

TACOMA, Wash., May 17.—(Special)—Coming, it is believed by shipping men, as has been announced by Charles M. Schwab, of the Bethlehem Steel Company, and now head of the shipping programme of the United States, J. W. Powell, vice-president of the Bethlehem Shipbuilding Company, was in Tacoma today, and after inspecting the plant of the Todd Drydock and Construction Corporation he left for Seattle.

The presence of Mr. Powell and his secretary in a few shipping yards, who said that they did not know what brought the representative of the greatest steel shipbuilding plant in the United States here, Mr. Powell stated that his trip was merely one of interest and that he had nothing to say.

Navy May Take Over Tacoma. TACOMA, Wash., May 17.—(Special)—The Tacoma, first steel ship to be launched by the Todd Drydock & Construction Company here, may be turned over to the Navy. This is the announcement that the Emergency Fleet Corporation has sent to Tacoma. If this action is taken the Tacoma probably will be renamed as there already is a cruiser of that name registered in the Navy.

WOODEN SHIP EVERY DAY

Wooden Construction Makes Great Progress.

MONTH'S RECORD EXCELLED

Four Launchings That Total 14,500 Tons Made in 24 Hours. Official Report Praises Stone Vessel Faith.

WASHINGTON, May 17.—Wooden ships have been launched at the rate of more than one a day for the last four weeks. The Shipping Board announced today that just 17 wooden craft aggregating 60,000 tons burden had been added to the American merchant marine in the first 17 days of this month.

Last Wednesday four wooden hulls were launched, totaling 14,500 tons, probably the greatest amount of wood on an average ever launched in a single day in the history of American yards. The four ships were: The Pasco, 3000 tons, Pasco, Wash.; the first wooden vessel launched for the Shipping Board in district No. 5, comprising the states of Mississippi, Alabama and Louisiana, 4500 tons, St. Johns, Or.; Blackfoot, 4000 tons, Aberdeen, Wash.; and Basco, 3500 tons, Hoston, Tex.

Faith Good as Steel Ship. An official report today on the behavior of the concrete ship Faith during her second trial trip off the Pacific coast, in a strong wind and choppy sea, says the vessel is believed to be fully equal if not superior to any steel ship ever launched in a single day. The Faith soon will undertake her maiden voyage with cargo.

The Faith made 10 knots. Despite minor hitching, the absence of vibration was declared to be "very noticeable." Scientific instruments observed by experts of the Shipping Board showed that the vessel withstood a maximum range longitudinal stress amidships of 1200 pounds per square inch.

Assurance that every legitimate assistance toward the building up of private operating companies will be given by the Shipping Board as the American merchant marine continues to increase is given in a statement today by the Shipping Board, chief of the board's division of operations.

Carey Defines Policy. "The policy of the Shipping Board is to give every legitimate assistance to private operating companies in order that they will be ready to handle the great fleets which the Government will turn back to competition at the same time," said Carey. "As rapidly as they can be completed, new vessels are turned over to private operating companies. The place vessels which the Shipping Board has requisitioned for war needs."

NAVY WANTS INSTRUMENTS

Call Received for Sextants, Chronometers and Aneroid Barometers.

Sextants, chronometers and aneroid barometers now are wanted by the Navy as well as marine glasses and telescopes, a circular to that effect having been received by Oscar W. Schwarz, nautical expert in charge of the Portland branch of the Hydrographic Office. The circular is from Rear Admiral Seton Schroeder, in charge at Washington.

There have been thousands of glasses donated to the Navy by civilians and the call for more "eyes" for the sea is felt that there are many persons owning sextants, chronometers and barometers who will welcome an opportunity to help win the war," said Rear Admiral Schwarz. "The Government accepts the property with the understanding it will be returned after the war, and the glasses, chronometers and barometers are kept and there is a complete record of the property, to what ship assigned and the name of the owner. The instruments can be left at the Hydrographic Office, in the Customhouse building."

BARBECUE FOR SHIPWORKERS

Council Crest to Be Rendezvous Tomorrow of Northwest Steel Men.

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BALLIN HEADS CORPORATION

George C. W. Low, Vice-President, Is Holder of Supply's Stock.

In the reorganization of the Supply-Ballin Shipbuilding Corporation resulting through the retirement of Joseph Supply as president, he having sold his holdings to George C. W. Low, of New York, Fred A. Ballin, who was secretary and treasurer, has been elected president and Judge Arthur Langguth secretary, Mr. Low being made vice-president.

Mr. Supply, who relinquished his executive responsibilities Thursday, is remaining at the yard for a short time at the behest of Mr. Low, has been approached already by persons wishing to have an associated in new ventures. He has not decided what his future work will be, though admitting that he has under consideration an enterprise that will keep him on the waterfront.

PACIFIC COAST SHIPPING NOTES

SEATTLE, Wash., May 17.—(Special)—Capt. Carl A. Miller, master of the new steamship Apokak, was last overboarded by the customs department for carrying aboard a Japanese freighter at Smith's Cove this morning. He was returned to the ship by the revenue cutter and has been put in force to prevent the carrying of liquor off the ships by the men.

ASTORIA, Or., May 17.—(Special)—After many in the Astoria area, the new emergency steamer West Island, built by the Astoria Boat Company for the U. S. Navy, has been launched. The steamer schooner Shasta is due from California and will lead lumber at Portland. The steamer schooner Trinidad was due tonight from San Pedro. She will lead 4000 tons of lumber to Knappton and will finish at the Hammond mill.

COOS BAY, Or., May 17.—(Special)—The tug standard arrived in port this afternoon at 7:30 for a large and regular steamer. The tug standard is a tug built by the Lillian L. Lillian has been sold to San Francisco. The tug standard is a tug built by the Lillian L. Lillian has been sold to San Francisco.

There are many other vessels besides the over-due emergency steamer that have been launched in the past few weeks. The tug standard is a tug built by the Lillian L. Lillian has been sold to San Francisco.

With the next few weeks an aggressive campaign to secure five states will be started. It is believed that a training ship will be established in the western district, as Washington and Oregon have been officially left out of the Iris recruitment.

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Another ship under way to the Government's "bridge to France" four big steel steamships will slide into the water at San Francisco. The four ships are the USS Oregon, USS Albatross, USS Albatross, and USS Albatross.

Wenatchee May Get Cannery. WENATCHEE, Wash., May 17.—(Special)—W. H. Paulhamus, well-known canneryman with headquarters at Puyallup, was in Wenatchee today for the purpose of looking over the local situation with a prospective view of locating a cannery and by-products plant in this community. He is accompanied by W. J. Vary, general superintendent of the Puyallup cannery, of which Mr. Paulhamus is head.

AIRCRAFT INQUIRY FIGHT DEFERRED

Senate Action on Chamberlain Resolution to Be Taken on Monday.

COMPROMISE TALKED OF

Wilson Supporters Believe Incident Will End in Nothing Contrary to Expressed Wishes of Administration.

WASHINGTON, May 17.—Negotiations for compromise between what promised to be a pitched battle in the Senate over the resolution objected to by President Wilson for further war inquiries by the Senate military committee.

The resolution went over until Monday, with leaders of both factions predicting that amendments would be made up which would permit the committee to proceed with its inquiry into Army aviation without disregarding the wishes of the President.

Compromise proposals developed in private conferences after formal submission by Senator Thompson, of Kansas, chairman of the expenditure committee, of a minority report against the resolution, previously reported favorably, with modifications, by the majority of the committee.

Dragnet Clams Repeated. Senator Thompson was joined by Senator Jones, of New Mexico, in declaring that the resolution remains a matter of interior procedure, and that the committee will not be "dragged along" by the President's military committee.

Admiral Sumner's Task Feared. Admirals Sumner and Benson, it is estimated, such inquiries might be dragged along all summer.

Compromise amendments tentatively accepted by supporters of the Chamberlain resolution would substitute a smaller sum than the \$10,000 authorized for the committee's expenses.

MENARY LEADS IN COUNTY

(Continued from Page 8.)

Table with 3 columns: Name, Reg. Vote, Dem. Vote. Lists candidates for County Commissioner (Two to be Elected), County Auditor, County Treasurer, County Surveyor, and County Sheriff.

CITY BALLOT

Table with 3 columns: Issue, Yes, No. Lists various ballot issues including Regulating Jitneys, Tax for General Fund, and City Garbage Collection.

the canvass promptly at 8 o'clock, when the polls closed, the board in Precinct 66, at the city Auditorium, left the polling place and went out for supper. They did not return until after 10 o'clock and announced that the canvass showed the same delinquency in starting upon their work of canvassing the returns.

Slow Count Explained. The fact that the count is proceeding so slowly may be explained further from the fact that with but few exceptions the precinct election boards consist both of new and inexperienced members. In the last two years these boards have been reorganized, most of the former election officials and precinct boards from their precincts or found profitable employment in industrial lines, with the result that 33 per cent day election clerkship or judgeship did not appeal to them this year.

Vote in County Light. Voting in yesterday's primary election was surprisingly light in this county, approximately one half of the registration. This means that about 11,452 votes were cast in both Republican and Democratic precincts out of a total registration of 25,511. The heaviest voting was done between the hours of 5 and 8 P. M. In the great majority of the city precincts not to exceed 12 or 15 per cent of the registered vote had been cast at 4 P. M.

Total Registration 25,511. The total registration in Multnomah County is 25,511. The registration by party follows: Republican, 62,544; Democrat, 21,499; independent, 2,319; Prohibitionists, 1,495; Progressives, 628.

Interest in the war and the resulting inability of rival candidates to divert the minds of the voters, the political are the accepted reasons for the disappointing vote.

Vote of Men in Service Missed. One reason suggested for the reduced vote is the absence from the county of approximately 20,000 Oregon boys in the Naval or military service. Many of these enlisted men were not of voting age, but many others who had participated in yesterday's election if they had been here. The total Republican registration of the county is 62,544, based on the permanent registration of two years ago.

In the meantime, several hundred have changed their residence. Many new residents have come to Portland, but many of them have not established a voting residence; others registered to vote in the city, but to the trouble of swearing their votes in.

Between 3 and 4 o'clock yesterday afternoon it rained in both city and residence districts of the West Side were visited and the percentage of the vote actually cast at that hour averaged 43 per cent per cent. The following figures show the status of voting in those precincts at the hour indicated:

Table with 3 columns: Precinct, Reg. Vote, Cast. Lists precinct numbers and their respective registered and cast votes.

Women played an important part in yesterday's election, not alone to the extent that they were on the official and helpful way as well. Excepting only a few precincts, the election boards were made up largely of women. This was particularly true in the city boards, where it was unusual to find more than one man working on any board. More men reported for work on the night boards. But it was an interesting experience for the women, who seemed to enjoy the employment.

By reason of the rain, the day had an abundance of time for knitting, and many a stitch was taken for the day. More men reported for work on the night boards. But it was an interesting experience for the women, who seemed to enjoy the employment.

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