

# 25,000,000 TONS OF U.S. SHIPS FORECAST

## Chairman Hurley Predicts for America Greatest Fleet in World's History.

### IMPRESSIVE FIGURES GIVEN

#### Head of Shipping Board Makes at Notre Dame University Most Complete Statement Yet Issued on Merchant Marine.

(Continued From First Page.)  
Chairman Hurley, in the course of his address, declared that the whole course of America in this war is a guarantee of the Nation's integrity in safeguarding the weak against the strong after the war. Continuing, he said:

"No longer can there be any question that we will have the means, as well as the desire, to safeguard the nations of the world from selfish intrigue and sordid manipulation of the world's markets in the future. The great fleet we are building guarantees the achievement of this unselfish purpose."  
"Inspired by the enthusiasm and energy of the greatest organizer America has produced—Charles M. Schwab—whose unmatched abilities and splendid service the Government recently commended, and Charles Fies, vice-president, who has spent six months developing an organization, our shipyards are getting their feet and setting a pace that has become almost incredible in those very recent times when steamships required all the way from six months to two years to build."

#### Launching Record Broken.

"In the launching of the 5500-ton collier Tuckahoe from the Camden yards of the New York Shipbuilding Company in the record time of 27 days from the date of keel laying we have an illustration of what our American ship workers are capable of when they get their stride."  
"On July 1, 1916, we had no tonnage worthy of the name engaged in overseas trade. It is true that we had under the American flag a total deadweight tonnage on that date of 2,412,881 tons, but approximately 80 per cent of this tonnage was engaged in coastwise and Great Lakes trade."

#### Neutral Ships Formerly Used.

"Therefore, the vast supplies which we were sending abroad were shipped under terms and conditions laid down by other nations, because the great bulk of our exports was carried in ships flying foreign flags."  
"There was also American products ready to go to many other American ships nowhere. We could not serve the world as we should have served it because we did not have the vehicles of trade."

"Now we are beginning to fulfill our destiny. On the first of June of this year we had increased the American built tonnage to over 10,000,000 tons of shipping. In the 11 months from July 1, 1917, to June 1, 1918, we constructed in American shipyards a tonnage equal to the total output of American yards during the entire previous four years."

#### Credit Due to Labor.

"American workmen have made the expansion of recent months possible, and they will make possible the successful conclusion of the whole program."  
"On July 1, 1917, there were in the United States not quite 45,000 men engaged in the shipbuilding yards."  
"Today we have a force of 300,000 men in the yards, and 250,000 men engaged in allied trades. This force will be continuously increased. From all present expectations it is likely that by the end of the year we shall have a million men working on American merchant ships and their equipment."

#### Production to Increase.

"We have gradually reached the point where we have the facilities for constantly increasing our output."  
"As I have said, we have a total of 819 shipways in the United States. Of these 819, a total of 751, all of which except 90 are completed, are being utilized by the Emergency Fleet Corporation for the building of American merchant ships."  
"In 1919 the average tonnage of steel, wood and concrete ships continuously building on each way should be about 6000 tons. If we are using 751 ways on cargo ships, and can average three ships a year per way, we should turn out in one year 13,518,000 tons, which is more than has been turned out by Great Britain in any five years of her history."

#### Control Committee Efficient.

"The shipping control committee, composed of P. A. S. Franklin, chairman; H. H. Raymond and Sir Connop Guthrie, K. B. E., was appointed in the early part of February, 1918, jointly by the Secretary of War and the United States Shipping Board. Since the appointment the committee has directed the movement of all supplies destined for the troops overseas, which, considering the vastly increased Army now

#### Raw Materials Essential.

"No nation can participate in the commerce of the world without an adequate supply of raw materials. Manufacturing nations must have oil, cotton, copper, steel and iron. If they are to survive industrially."  
"Germany must become a wreck, by her own acts, if the war continues. She has been forced recently to commandeer the copper from household plumbing; the doorknobs, kettles, bath-room fixtures and even the extra suits of clothing possessed by her citizens. This is her internal struggle for raw materials."  
"In peace, as well as war, she must have the raw materials which other nations produce, or she cannot recover industrially. In the end, raw materials will mean more to her than the military map to which Hindenburg and Ludendorff have glued their eyes."  
"We must as individuals and as a Nation develop all the strength that God has given us. We must become more and more powerful for the good that we can do. We have always been willing that other nations should work out their destiny in their own way. We have not attempted to impose our own free institutions upon any of them. It is only when they interfere with our free institutions or seek to oppress people who want to be free that we have ever unheated our sword."

#### America Protector of Nations.

"America in the future must play the role of protector to honorable nations whose fault is weakness."  
"America's character has taken on world proportions as the result of the present war. Always recognized by foreign nations as a lover of fair play on this side of the world, America has simply carried her love for fair

#### Enemy's Ships Seized.

"We have also added 118 German and Austrian vessels with a total deadweight tonnage of 730,176. We have requisitioned from the Dutch, under the order of the President, 86 vessels with a total tonnage of 624,642. In addition, we have chartered from neutral countries 215 vessels with an aggregate deadweight tonnage of 953,661."  
"This tonnage, together with the vessels we have been obliged to leave in the coastwise and Great Lakes trade, gives us a total of more than 14,000 ships with an approximate total deadweight tonnage of 7,000,000 tons now under the control of the United States Shipping Board."

#### May Output Exceeds All for 1915.

"Now, in the year ending July 1, 1918, the shipyards in this country built 126,700 deadweight tons of steel vessels of over 1500 deadweight tons. Thus, in the month of May we produced 53,000 tons more than were produced in the entire year 1915. During the year ending July 1, 1916, 231,400 deadweight tons of steel vessels were delivered. Adding the 1915 tonnage with the 1918 tonnage gives a total of 486,100 tons."  
"With a tonnage for the first five months of this year of 805,000 tons we delivered in five months 236,900 tons of shipping more than was built

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## CHAIRMAN OF SHIPPING BOARD WHO TELLS OF TREMENDOUS EXPANSION IN AMERICAN MERCHANT MARINE.



EDWARD N. HURLEY.

in American shipyards in the years 1915 and 1916.  
"I do not believe I am over optimistic in saying that our tonnage output will continue to increase until before this year closes we will be turning out a half million tons each month."  
"We have established a shipbuilding industry that will make us a great maritime Nation. We have today under contract and pending construction 819 shipbuilding ways, including wood, steel and concrete, which is twice as many shipbuilding ways as there are in all the rest of the shipyards of the world combined."

#### Programme Worthy of Praise.

"Our programme calls for the building of 1856 passenger, cargo, refrigerator ships and tankers, ranging from 5000 to 12,000 tons each, with an aggregate deadweight tonnage of 13,000,000."  
"We are also contracting for 200 wooden barges, 60 concrete barges, 100 concrete oil-carrying barges and 150 steel, wood and concrete tugs of 1000-horsepower for ocean and harbor service, which aggregate a total deadweight of 850,000."  
"Exclusive of the above, we have 245 commandeered vessels, taken over from foreign and domestic owners, which are being completed by the Emergency Fleet Corporation. These will average 7000 tons each and aggregate a total deadweight of 1,715,000."  
"This makes a total of 2101 vessels, exclusive of tugs and barges, which are being built and will be put on the seas by the Emergency Fleet Corporation in the course of carrying out the present programme, with an aggregate deadweight tonnage of 14,715,000."  
"Five billion dollars will be required to finish our programme for 1918, 1919 and 1920, but the expenditure of this enormous sum will give to the American people the greatest merchant fleet ever assembled in the history of the world—a fleet which I predict will serve all humanity loyally and unselfishly upon the same principles of liberty and justice which brought about the establishment of this free republic. The expenditure of the enormous sum will give America a merchant fleet aggregating 25,000,000 tons of shipping."

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### CONCRETE CONTRACTS PLACED

#### Forty Big Stone Ships to Be Built for Government.

WASHINGTON, June 10.—Contracts for building 40 concrete ships of 7500 tons each in five Government yards were awarded today by the Shipping Board. Eight ships will be built at each yard, with A. Benley & Sons Company in charge at Jacksonville, Fla.; Fred J. Ley & Co. at Mobile, Ala.; Schofield Engineering Company at San Diego, Cal.; San Francisco Shipbuilding Company at San Francisco; and Liberty Shipbuilding Company at Wilmington, N. C.

### BALDWIN CHASE OVER

#### Warden Murphy Says Convict Will Soon Commit Crime.

SALEM, Or., June 10.—(Special.)—Warden Murphy of the State Penitentiary stated today that Jeff Baldwin, who has been a fugitive since May 12, when he escaped from the prison, apparently has gone for good, and the only hope that is left by the prison officials is his capture after the commission of some crime.

### SALEM COUNCILMAN RESIGNS.

SALEM, Or., June 10.—(Special.)—Floyd Rigdon, Salem Councilman, who resigned at the council meeting tonight and C. E. Albin was named to succeed

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### GANONG HEIRS GET \$750

#### Circuit Court Jury Brings Verdict Against Highway Commission.

OREGON CITY, Or., June 10.—(Special.)—A Circuit Court jury this afternoon brought in a verdict for \$750 for the defendants, in the condemnation action brought by the State Highway Commission against the Ganong heirs. The commission condemned a right-of-way across the Ganong property south of Canemah, along the new water grade Pacific Highway last Fall. The property is owned by the Ganong heirs, who asked \$2500 damages on account of the cutting of a strip off the front of their place. The jury deliberated over the matter for about an hour. Judge Robert Tucker tried the case.

### Bluhill

#### cheese fits in on that auto trip!