

NEW STEEL PLANT MUST WAIT WHILE

Material Output Limited; Justification of Doubled Expenditure May Yet Come.

WOOD SHIPS ARE WANTED

Emergency Fleet Corporation Will Furnish Equipment for Portland Railway, Light & Power to Handle Shipworkers.

TODAY'S ACTIVITIES OUTLINED FOR VISITING EMERGENCY FLEET CORPORATION HEADS.

- 9 A. M.—Visit Willamette Iron & Steel Works. 10 A. M.—Visit Albina Engine & Machine Works. 11 A. M.—Visit Suppl-Ballin-Shipbuilding Corporation. 12:30 P. M.—Luncheon as guests of wooden shipbuilders, Chamber of Commerce. 2:30 P. M.—Conferences with shipyard officials. 7 P. M.—Dinner with steel ship builders, Arlington Club. 11 P. M.—Departure for Seattle.

Two decisions of interest to residents of Portland were made yesterday by Charles M. Schwab, director-general of the Emergency Fleet Corporation, and Charles Piez, general manager of the same body, when they announced that they will be met immediately by the plant of the Northwest Steel Company, and that 25 cars for making possible better service by the Portland Railway, Light & Power Company will be purchased by the Government.

At the same time Mr. Piez, by mutual consent, spokesman of his chief, Mr. Schwab, frankly declared that wooden shipbuilding in efficient plants would be kept going at top speed. This was taken to mean that first-hand formation of the steel shipbuilding had convinced them wooden shipbuilding was an established success. Larger wooden ships, however, will be a goal towards which efforts will be directed.

Slight disappointment may be evoked by the decision against immediate erection of a new plant to double the present size of the Northwest Steel Company's ship-producing facilities. The considerations which influenced the Fleet Corporation in this decision are fully understood, however, and are deemed justified.

Workers to be Cared For. One of the paramount interests of the Government department Mr. Schwab and Mr. Piez direct is that of taking good care of the men who are doing the work so vital to the winning of the war. Both gentlemen have indicated that the Portland Railway, Light & Power Company is handicapped and unable to furnish service adequate to make the two thousand shipworkers traveling to and from their work on the streets, the visitors having to order and turn over 25 additional cars.

The company may purchase the cars if it finds itself in position to do so later, either by the Government or retain possession and dispose of them in time as conditions may make expedient.

More Power Being Considered. The addition of ways at the Columbia River shipbuilding corporation's yards has received the indorsement of the visitors and was cited as showing the need for the increase in streetcar facilities, as do also other increases of force.

The question of enabling the streetcar company to obtain more power that service may be rendered during the hours of peak loads has been under consideration, stated Mr. Piez, but no relief in this matter is to be advanced at this time.

Explaining reasons for not doubling the size of the Northwest Steel Company's plant at this time, Mr. Piez said:

Material Output Limited. The speeding up process in the building of steel ships is putting us near the present limit of output.

This is one thing we had to consider. Another is the extra cost because the plant cannot simply be extended, but any increase must come through erection of a separate plant, at another location.

We took up the question with Mr. Bowles, the first place that was not a request from him. He thoroughly understands the situation as it was outlined in the conference and agreed to the action we take. It may be said that it is by no means final. As we get a larger production of steel it is entirely possible that the expenditure for the doubled plant and equipment will be justified. If so, we will be quick to authorize it.

Wooden Ships to be Rushed. As though by mutual consent, Charles Piez, general manager of the Emergency Fleet Corporation, served as spokesman yesterday for his chief, Charles M. Schwab, director-general of the body, and himself, in clearly outlining the policy mapped for wooden ship construction.

Lucidly, frankly, and with the assurance of one who builds on facts, Mr. Piez declared that efficient wooden ship plants are to be kept running at top speed and capacity, with orders always on their books to round another turn of the ways.

Problems now confronting the Emergency Fleet Corporation with reference to size of wooden ships best adapted to plant facilities and carrying requirements make it hard to forecast some phases of the question which so greatly interested the Northwesters. There need be no fears that any such change will really curtail wooden ship construction. The programme of his organization is specific on this point, was the assurance Mr. Piez gave.

Wood Ship Merits Apparent. Investigated into a simple statement on the subject, Mr. Schwab said that merits of wooden ships for a place in the transportation problems of the war are fully apparent, so that even as he and his associate get a survey of what the wood yards are accomplishing.

Both men explained that they hope to get ships of as large carrying capacity as possible. This is one of the problems of wood ship construction with which they are now wrestling.

"I'm sure that by this time our policy with reference to construction of wooden ships must be well understood," explained Mr. Piez. "We propose to keep every efficient wooden ship plant running to capacity. In general way we adhere to the plan of assigning

contracts just far enough ahead for one turn of the ways. "We are frank to say that we like to get as big ships as possible. There is a loss of materials and other undesirable factors connected with the fabrication of the smaller vessels. It has been figured out that there is a decided loss of carrying capacity where the smaller and larger boats are compared on the basis of miscellaneous cargo, which contains light-weight and bulky articles such as airplanes, for instance. In the case of the 3500-ton ship, the net capacity over dead weight is calculated at 42 per cent. For the 3500-ton ship the capacity is said to be 78 per cent.

"The problem of outfitting the hulls is another serious one that confronts us. The hulls take on real value only as they are fitted and equipped. We would like to align more yards which will build the standard types of hulls. In Portland, we hope to arrange with the Willamette Iron & Steel Works to handle two more hulls at a time. The Grant Smith-Porter Ship Company plant is a bully place for handling the hulls, we find.

Minimum of 760 Tons Wanted. Mr. Piez spoke without "barnum" in discussing the standards which builders of ships in Portland must attain. Particularly was he speaking now of the construction of steel ships. "Without the added wages we were considering," said Mr. Piez, "Portland will have 19 steel vesselways. That must mean a minimum of 76 ships in the next year. At full speed, matching the record of the Skinner-Eddy plant of Seattle, it would mean 35 big ships. "We expect four boats from each way. The Skinner-Eddy plant has gotten to the point where it is turning them out at the rate of five per year. We hope that your yards and those in other places building steel ships will be able to equal or come out to that rate of production. Stated in other terms, we must count on no less than 3000 tons of shipping per month from each way in commission.

Bulls Type Awaited. "We are told that the first Ballin type vessel will be delivered in about a week, and will watch its performance with much interest. It has the advantage of being larger than any other capacity for its size. We also hope that plans for the 5000-ton wood ship now being drawn in our offices will prove satisfactory. Just what will develop along these lines we can't tell. In the meantime, the Ferris type of boat is quite satisfactory, and we will keep plugging away at top speed with it.

Two big correlated problems are connected with the shipbuilding programme, stated Mr. Piez, each with a solution. The difficulties of obtaining and distributing materials and the same pair of problems pertaining to labor. With reference to the handling of labor supply and distribution, the Fleet Corporation heads have fervent hopes that the operation of the Government Employment Service, planned for every center where war industries are located, will do much to simplify and stabilize conditions. The new plan, under which the Government obtains and furnishes all common and ordinary skilled labor to war industries, is being tried out in several cities. Mr. Piez gave intimations of a bit of impatient because it is not already in operation at all centers of activity. In Portland the handling of labor supply by the Government bureau will be taken over August 1, according to announcement previously made.

Plan Indorsed Long Ago. "We indorsed this plan something like three months ago," Mr. Piez stated, "and are a bit surprised that the system is not in operation generally, at least in the shipbuilding centers. It is being pushed in Seattle, meeting with fair success. "Mr. Schwab made Sunday very largely a day of rest. The trip he and his wife made to the Columbia River Highway lingered last night as a glad memory. "I have enjoyed a dandy day of rest," said the genial director-general. "I haven't done anything but rest, you might say. My presence wasn't needed at the luncheon conference, but there was only the trip out on your great highway. It was a glorious trip—one that I shall not forget. Mr. Schwab enjoyed it to the fullest extent.

Asked for opinions on new phases of the business end of his visit, Mr. Schwab readily suggested that he was content to pursue his restful day to a close. Mr. Piez had the announcements to the business end of his visit, and had spoken with authority on the matters affecting local plants and the fabrication of wooden ships—and the smiling of his public servant started for his room.

Rest and Recreation Taken. For most of the party the day brought opportunity for rest and recreation. Few were able to attend the services during the morning hours, however, being detained in connection with the conferences. Mr. Schwab did not attend the conferences with heads of local war industries, but had other matters which occupied his time.

During the afternoon nearly all members of the party enjoyed the scenic beauties of the Columbia Highway as guests of Eric V. Hauser. In the automobile party which toured out to Eagle Creek, a distance of 60 miles, were Mr. and Mrs. Schwab, Mr. and Mrs. Piez, Miss Mary Monk, niece of Mrs. Schwab; Dr. Charles Eaton, secretary of the party; and the party's chauffeur, Captain J. E. Blain, L. J. Wentworth and Samuel C. Lancaster, Portland engineer, who designed the famous drive, and Captain Blain served as pilot of the trip.

Eagle Creek Trip Pleasurable. The presence of Mr. Lancaster was highly appreciated by the guests of the party, as he sketched the engineering feats construction of the highway involved and, with much keener interest than a mere guide, pointed out the engineering views and beauty spots. Mr. Lancaster's suggestion the side trip was made up to the famous Eagle Creek, and this part of the journey was especially memorable, said the visitors on their return. Mr. and Mrs. Schwab were effusive in praise of the highway's grandeur. It was not the first time Mr. and Mrs. Piez had been over the wonder thoroughfare, as they had made the excursion when they last were in the members who had their initial introduction to Portland's entrancing front door, and the bracing ozone of the typical Oregon day came back untraced and delighted.

HAIG LINE IS ADVANCED

British Troops Move Ahead and Take 260 Prisoners.

LONDON, July 14.—The report from Field Marshal Haig's headquarters in France tonight reads: "By a successful local operation carried out during the early part of the morning, English troops advanced a line east of Dickebusch Lark and captured more than 260 prisoners. "On the remainder of the British front there is nothing to report."

Slight Tremors Recorded.

ST. LOUIS, July 14.—Earthquake shocks lasting approximately an hour and 10 minutes were registered by the seismograph at the St. Louis University tonight. The seismograph indicated that the tremors were about 2000 miles south of here, probably near Colombia, South America. The first tremors were reported at 7:23 o'clock.

WAR STORY RETOLD BY ARMY VETERAN

Colonel Leader, Formerly of Royal Irish Rifles, Stirrs Chautauqua Crowd.

BAND CONCERT IS FEATURE

Schubert Sereaders, Sextet of Delightful Young Women, Win Applause—Patriotic Numbers Especially Pleasing.

MONDAY, JULY 15 — G. A. R. DAY AND MOTHERS' CONGRESS DAY.

Morning. 8:00—Physical culture work. 9:00—Mother Goose Chautauqua. 9:30—Wrestling. 10:00—Lecture—demonstration, Miss Parker. 10:30—Lecture—Theology of the Old Testament, Dr. Brainard. 11:00—Forum, Programme in charge, Oregon songsters. Mothers. Solo dance, "To a Wild Rose," Dorothy Ettinger; address, "Women's War Work," Dr. Florence Olson; riddle, "Basket Luncheon," women of P. T. A., followed by County Council.

Afternoon. 1:30—Old Soldiers' Life and Drum Corps, Meade Post, G. A. R. 2:00—Patriotic Lecture, "My America," Hon. C. G. Burton, past commander National G. A. R. 4:30—Baseball, Wilsonville vs. Willamette I. & S. Company. 5:00—Symposium, "Women in Professions," speakers, Mrs. Florence Olson, Dr. Ruth Latourette Eaton, medicine; Mrs. Alice Handwerker, ministry. Evening. 8:00—Grand patriotic programme, Colonel Pattee's original Old Soldiers' Fiddlers.

OREGON CITY, Or., July 14.—(Special.)—Sunday's attendance at the Willamette Valley Chautauqua Assembly at Gladstone Park exceeded expectations of the management, 5000 persons being present when Colonel John M. Leader, formerly commandant of the Royal Irish Rifles, veteran of the Somme and other great battles, spoke.

Colonel Leader proved himself a masterhand in the art of appealing to his audience. He was wounded at the battle of the Somme, and his story of the first regiment going over the top in that fateful attack was a masterpiece of descriptive story. Unlike what we have read in the books and papers and differing from the oft-repeated and seldom realized phrase, "over the top" to a soldier means a crisis in his life. One out of 19 in the percentage of men who return to their trench after a charge over the top. Colonel Leader has led men in these attacks. He has seen the blood, and the loss of personal friends, killed before his eyes, and has all the horror, and all the hellishness, of war impressed on his mind, so that he will never forget.

Trench Life is Discussed. So it is that Colonel Leader could tell his listeners many more stories of the barbarous Hun, and many more tales which curdle the blood, and make one shudder.

"I know that it is given to our nation to win this war, and I know that the times will soon arrive when Berlin will respond to the blast of military bands in the 'Star-Spangled Banner,' and the streets give up to the grand old tramp of American soldiers," said Colonel Leader.

He told of the need of officers on the front, and of the work being done in the training camps. He spoke of the Western Americans great credit for the rapidity with which they learn the art of the rifle, and of the courage and training he so intensified with equal results of proficiency.

Colonel Leader presided on the programme by the Schubert Sereaders, a sextette of young women who know how to play and sing. Mary Hanes, manager of the troupe, was assisted by Dorothy Ann Condit, violin; Helen Grace Shepperd, cello; Ruth Canfield, double bass, and Doris June Strubel, pianist and reader, are the members of this company. At both the afternoon and evening performances the young ladies made a splendid impression. Their big hit of the afternoon was the Knitting Song, while their closing number of "The Star-Spangled Banner," in costume, evoked an innovation.

Concert Delights Audience.

On the evening programme their rendition of Sousa's "Stars and Stripes" and the Hungarian Rhapsody were well received. Other selections were: Song, "Home Fires"; cello solo, Tarentelle; Brahms Dances, orchestra; vocal solo, "Land of the Sky Blue Waters," Ruth Canfield; Remick Hits, orchestra; song, "Pickaninny Babe," by the company, and a selected violin solo by Miss Hanes.

JITNEYS EVADE THE LAWS

Buses Operate in Portland Under "For Hire" Guise.

Jitney buses are operating in Portland under the guise of "for hire" vehicles, city ordinance requires that franchise for all motor vehicles operating over definite routes, but it is declared this is being evaded. "Cars were operated yesterday, using Third and Washington as the terminus. No dispatcher was in evidence, but the operators themselves would indicate on which line they proposed to operate in an effort to secure a load of passengers.

U-BOAT QUARRY ESCAPES

British Merchantman Engages in a Duel With Submarine.

AN ATLANTIC PORT, July 14.—An engagement with a submarine in mid-ocean on July 6 was reported by a British merchantman arriving here today. The Britisher was attacked about half way between the Irish coast and Cape Race. The submarine emerged two miles astern and burst into opening, but ineffectively. The steamship returned the fire. Whether a hit was made is not known, but the German gave up.

Failure to indicate by signs over which routes they proposed to travel and the lack of a sign indicating a 3-cent fare seemed to act as "business depressors."

Licenses issued to 16 men affiliated with the United Motor Bus Company authorize a minimum of 25 cents. The men were collecting only 5 cents per person yesterday, allowing passengers to "owe" them the balance of the fare.

Officials of the United Motor Bus company have indicated that they plan to both business and pleasure-hauling business in Portland. Several of the men chosen by the company operators themselves would indicate because of lack of knowledge of traffic laws in Portland. Some of the men who have failed in the examination are men who were operators in the heyday of the nickel-grabbing era, several years ago.

MANY FROLIC AT BEACH

BATHING COSTUME PARADE WILL BE HELD SATURDAY.

Liberal Prizes Posted by Management Expected to Attract Hundreds of Portland's Prettiest Girls.

Thousands played in the waters at Columbia Beach yesterday. A bathing costume parade will be held there next Saturday. The sand offered inducements to the young girls, while the elders made merry on the water chutes, trapeze and float. Hundreds of others promenade along the concessions where the cry of the concessionaire gave a carnival atmosphere.

Manager Lewis announced that entries for the parade and elders' parade will be made at the Broadway store of the Portland Knitting Company, Sandy's Kodak Shop, 228 Washington street, and with the superintendent of the bath-house at the beach. The large prizes have proved inducements. The first prize is a \$50 liberty bond; second, \$40 in war savings stamps; third, \$20 worth of war savings stamps; fourth, \$20 worth of war savings stamps; fifth, \$15 worth of war savings stamps; sixth, \$7.50 bathing costume; seventh, Kodak.

Philip Peiz and his concert orchestra proved a drawing card in the two concerts yesterday. The evening concert will be held every night this week at 7 o'clock. Dancing follows in the big outdoor pavilion.

RELIEF OFFICIALS SAIL

American Commissioners for Relief in Persia Start for England.

AN ATLANTIC PORT, July 14.—Dr. Harry Pratt Judson, head of the American Commission for relief in Persia, accompanied by two members of the commission, Dr. J. H. Brown, of Chicago, and Morris Wertheim, of New York, have sailed for England, where they will consult British officials before joining the members of the commission who have preceded them to the Persian Gulf. The commission is under the auspices of the American Committee for Armenian and Syrian relief. The first two contingents sailed from the Pacific Coast May 11 and June 3.

FRENCH COURAGE PRAISED

General Pershing Sends Premier Clemenceau Message.

PARIS, July 14.—(Havas Agency.)—General Pershing today sent the following telegram to Premier Clemenceau: "This day, the 14th of July, which so well symbolizes France's will and determination, I desire to renew to you an expression of my admiration for the splendid courage of your people and the gallantry of its soldiers. We of the American expeditionary force in France are proud to be the sources of constant inspiration and encouragement."

PRESIDENT NAMES UMPIRES

Board Will Act in Controversies Affecting Labor Disputes.

WASHINGTON, July 14.—President Wilson, acting on recommendation of the War Labor Board, today nominated 19 men to act as umpires in controversies between labor and management by agreement of the membership of the War Labor Board.

Among the nominees are: Henry Ford, of Detroit; Charles Caldwell McChord, of the Interstate Commerce Commission, and Henry Suzzallo, president of the University of Washington.

OREGON NURSE QUOTA 310

Enrollment of United States Reserve Will Begin July 29.

WASHINGTON, July 14.—Enrollment for the U. S. student nurse reserve will begin July 29, the women's quota of the Council of National Defense announced today. The student nurses will be trained in the hospitals of American hospitals created by the great number of American nurses now in overseas service.

Some of the states' quotas are as follows: California, 1000; Idaho, 185; Montana, 55; Oregon, 310; Washington, 550; Wyoming, 92.

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Chief Engineer Appointed.

WITH THE AMERICAN ARMY IN FRANCE, July 14.—(By the Associated Press.)—Major-General William C. Langfit has been appointed Chief Engineer of the American Expeditionary Forces.

General Langfit was born in Virginia in 1860 and entered the military academy at West Point from Ohio. He was a city ordinance engineer and Lieutenant of Engineers.

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A Business Like statement of our Service and Policy

OUR business policy is devoted to your interest and satisfaction—the policy is specially important this season.

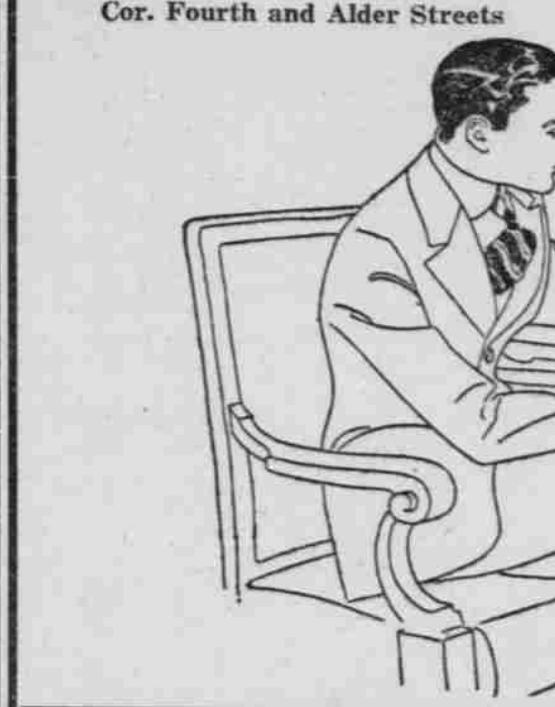
We've kept a specially rigid watch on quality—we've been strict in our specifications to makers—we've kept standards very close to old levels.

We've bought much of our merchandise ahead of time—for a double purpose—to keep up the quality and keep down the price—you gain by the plan.

The man who understands that true economy lies in the purchase of reliable quality at a fair price, will find much to interest him in our displays.

Phegley & Cavender

Cor. Fourth and Alder Streets



FRENCH WIN PRAISE

Portland Pastor Speaks of How France Became Free.

NATIONAL IDEALS LAUDED

Dr. Warren Morse, of Atkinson Memorial Church, Contrasts Freedom in France With Autocracy's Misrule in Germany.

her way through tortuous channels, misguided, yet ever pressing toward the light. Then, in 1871, the French people, lost to Germany, lost but broke the shackles of her monarchy and issued out of her disaster a Republic. The German people were won—a slavery to their own monstrous Prussian militarism.

Indemnity Quickly Paid. "Now, France, rising in her new freedom, to her victor's surprise, paid off the huge indemnity in less than three years. Then, as ever, Germany failed to understand the spirit of other peoples. Abroad, as well as at home, France has been busy and her economy has increased to eleven times the size of the home land.

"What of the spirit of France today? We read it in the lives and words of her young soldiers today and in the brave mothers who send them forth without a tear, even though these mothers are among the most timid and tender in the world. A young soldier of 18, in his last days wrote: 'First and foremost my preoccupation has been with the righteousness of this war. I know that our cause is just and good, and that the right is on our side. There will be no purpose in life save duty. Men will live only in so far as they realize their duty and strive to fulfill it. And it is in this that we must reveal this new life to the world.'

"His major wrote to the lad's father: 'I mourn all my beloved young soldiers, but above all your son, who but prayed with me the evening before battle.'

"One other youth, one of a family of thirteen, wrote home to his family: 'Tonight we leave for the trenches. Tonight I shall be watching over you, safe in my bunk. You know who is watching over me.'"

RATES DIVERT TRAFFIC

Shippers to Nearby Points Now Patronize Express.

The new increased freight rates, which became effective June 25, are diverting shipments from freight to express at a rate that has swamped the Portland express office. Shippers were quick to note the advantage in moving their goods, especially small packages to nearby points, by express instead of freight, and the resulting congestion was such that the American Railway Express Company, during a portion of last week, was obliged to dispen with many shippers by refusal of telephone orders to call for packages. The overload of congested traffic has been cleared up, however, officials state, and conditions are again normal. The new minimum freight charge is

HUSBAND SAVES WIFE

From Suffering by Getting Her Lydia E. Pinkham's Vegetable Compound.

Pittsburgh, Pa.—"For many months I was not able to do my work owing to a weakness which caused backache and headaches. A friend called my attention to one of your newspaper advertisements and immediately my husband bought three bottles of Lydia E. Pinkham's Vegetable Compound for me. After taking two bottles I felt fine and my troubles caused by my weakness are a thing of the past. All women who suffer as I did should try Lydia E. Pinkham's Vegetable Compound."

Mrs. JAS. ROHRBERG, 620 Knapp St., N. S., Pittsburgh, Pa.

Women who suffer from any form of weakness, as indicated by displacements, inflammation, ulceration, irregularities, backache, headaches, nervousness, "the blues," should accept Mrs. Rohrberg's suggestion and give Lydia E. Pinkham's Vegetable Compound a thorough trial.

For over forty years it has been correcting such ailments. If you have mysterious complications write for advice to Lydia E. Pinkham Medicine Co., Lynn, Mass.

Our Banking Service

Extends Abroad

SOLDIERS and families of soldiers are invited to send for information upon how Northwestern National Bank service will be found adaptable to needs—even abroad.

Let us explain how arrangements can be made to cash your personal checks in any part of France.

The Northwestern National Bank

Portland Oregon

Northwestern Bank Building

Portland Oregon