

SHIPBUILDING DISK

Activity in Pacific Northwest Reported to Government.

\$40,000,000 IS INVESTED

Scores of Vessels Under Construction and Contracted in Yards of Portland, Seattle and Other Coast Cities.

OKEGONIAN NEWS BUREAU, Washington, Jan. 13.—Shipbuilding activity in the Pacific Northwest is discussed in a report submitted by the Commercial Agent W. B. Henderson, from Seattle, to the Secretary of Commerce.

The commercial ships being built by this firm range in dimensions from 354-48-27 to 294-45-27 in length, beam and draft, respectively.

The firm of J. F. Duthie & Co. has seven steel, freight, deck, cargo and cargo capacity of about 8800 tons, and the dimensions over all are 423-54-29.

The Skinner & Eddy Corporation has constructed two vessels and has contracts for nine others with a total capacity of 77,000 tons.

The Anderson Steamboat Company has two vessels under contract for foreign companies, with a total capacity of 17,600 tons.

The Seattle Shipbuilding Corporation is building six steel vessels and seven wooden vessels, with a total capacity of 52,800.

The Albina Engine & Machine Works, at Portland, has contracts for four vessels of a total tonnage capacity of 15,200.

Wooden Ships Number 58. In addition to the activity in steel shipbuilding, the various companies mentioned and other companies are at work on 58 wooden vessels.

Steering Steward in Jail Charged With Attacking Others. A fight on the deck of Charles P. DeLima, steamer, 35 of Kilburn, at Columbia dock yesterday afternoon, brought Matty Abaro, steering steward, to the city jail, on an assault and battery charge.

It is said that Abaro, enraged over a gambling dispute, felled Billy Ross, an aged sailor, seriously injuring him. Theodore Smith, a sailor, reproved Abaro, and was requested to take up the issue in a fight.

Smith was attacked in the emergency hospital. Detective Cahill returned to the Kilburn to find assistance to Ross, who had been knocked unconscious.

HELP VANCOUVER CHANNEL Dykes on Hayden Island Side Are Ordered Placed in Condition.

Crews are to start tomorrow on repairs to dykes on the north side of Hayden Island, which were built originally to improve channel conditions in front of Vancouver.

The latter dyke's function had been discussed by the Port of Portland Commission and Major Jewett, Corps of Engineers, U. S. A., at which a preliminary break in the center is to be repaired or the dyke removed so the current may flow freely through the North Portland harbor.

WOODLAND GOES TO BOTTOM Oregon Temporarily in Service on Yamhill River Route.

With water as high as the upperdeck the steamer Woodland is laying in the Yamhill River, near McMinnville, where she struck and sank late Friday night.

The steamer Woodland of the Oregon City Transportation Company's fleet, which was held in reserve here, was placed in service last night to carry freight accumulated for the Woodland.

Tides at Astoria Sunday. High: 4:23 A. M., 8.1 feet; 11:01 A. M., 8.7 feet; 1:23 P. M., 8.1 feet; 4:05 P. M., 7.2 feet

MAJOR FRIES IS ASSIGNED

Officer Comes From Yellowstone Park to Take First District.

Orders definitely assigning Major Amos A. Fries, Corps of Engineers, U. S. A., to have charge of the First District, comprising improvement projects along the Oregon coast, other than at the mouth of the Columbia, also the Columbia above Vancouver, and the Snake River, have been received.

Major Fries was first on duty in Oregon at Fort Stevens several years ago during the construction of the south jetty. He was here about three years ago for a short time and was ordered to Yellowstone National Park, where he is at present looking after road improvements and such work.

Freighter Stanley Dollar Floated. VANCOUVER, B. C., Jan. 13.—The Alaska Steamship Company freighter Stanley Dollar, which went up the

ASTORIA TO BE USED

New Schooner Will Go on Drydock for Painting.

Machinery is Beginning to Arrive at Albina Shipyard—Joseph Supple Goes East and May Close Three Contracts.

Portlanders are to be accorded opportunity to view the auxiliary schooner Astoria, of A. O. Anderson & Co.'s new order fleet, which is being completed at the McEachern shipyard, on Young's Bay, Astoria, and is to come here to be lifted on the Port of Portland drydock before loading lumber for Port Pirie.

In advance of the ship being dispatched for the improvement of the marine road. Major Jewett will cover the situation in a report to the Chief of Engineers at Washington.

SHIPBUILDING IS GREAT

Millions in Tonnage Will Be in Demand in Two Years.

LARGER SHORTAGE LOOMS

Capacity of World's Yards Will Be Only 3,000,000 Tons Yearly and 30,000,000 Additional Tons Will Be Needed in 1919.

Observations made on a recent trip to Scandinavian countries, dealing principally with shipbuilding estimates, tonnage requirements after the war, and the opportunities on the Pacific coast, have been incorporated by J. Fred Larson, of the Health Shipbuilding Company, in an analysis as follows:

The world's merchant marine before the war consisted of 50,000,000 tons; every ship was in profitable use and the world's tonnage had been increasing at the rate of 2,000,000 tons a year to take care of the increased demand of commerce.

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Machinery for the Albina Engine & Machine Works, at Portland, in which Anderson & Co. are heavily interested, is beginning to arrive, and in a short time the keel will be placed for the first keel, material for which will be along next month.

The yard has taken form rapidly and the ship shop building is going up with other parts of the work being advanced as scheduled.

It was reported yesterday that inquiry for new tonnage had been more active in the past few days than for two months, and by Spring a few more ships may be laid down on the coast. The yard has operated a yard at the foot of Belmont street for years and recently negotiated with New York interests for three vessels, left for the East a few days ago and is expected home about February 1. If contracts are closed, the yard will be in a position to properly adjoining the present yard, though if they are of large type property Mr. Supple has under lease west north of the east approach of the Hawthorne avenue bridge may be used.

YACHTMAN BAY NEEDS HEARD

Government Engineer Listens to Delegations on Improvements.

Backed by Portland residents concerned in the development of Yachting Bay, E. P. Jones, of Newport; D. E. Stewart and W. E. Ball, of Toledo; and others from that region Friday made a strong presentation of the need of deeper water in that harbor to Major H. C. Jewett, Corps of Engineers, United States Army. It was a public hearing, arranged to set forth what is estimated will be required to deepen the channel from 16 to 22 feet, and also future development prospects that

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MAARON WIRELESS REPORTS.

DRAKE, Latachee for Richmond, 708 miles north of Richmond. COLUMBIA, Tacoma for San Francisco, 589 miles north of Tacoma.

MATSONIA, Honolulu for San Francisco, 1227 miles from San Francisco, 8 P. M., Jan. 12. WILHELMINA, San Francisco for Honolulu, 829 miles from San Francisco, 8 P. M., Jan. 12.

HYADES, San Francisco for Portland, 101 miles from Portland, 8 P. M., Jan. 12. RICHMOND, Portland for Tacoma, 1012 miles from Richmond, 8 P. M., Jan. 12.

LOGAN, Manila for San Francisco, 452 miles from Manila, 8 P. M., Jan. 12. CELLO, San Francisco for Everett, 2 miles south of Point Reyes.

PORTLAND, Jan. 12.—Arrived—British steamer Westwood, from Victoria; S. E. Steamer Daisy Mathews, for San Pedro; Steamer Westwood, for San Pedro; Steamer Westwood, for San Pedro.

ASTORIA, Jan. 13.—Sailed at midnight, steamer Beaver, for San Francisco and San Pedro; at 4:50 A. M., steamer J. A. San Pedro; at 8:30 A. M., steamer J. A. San Pedro.

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