THE SUNDAY OREGONIAN, PORTLAND, APRIL 15, 1917.



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CARPENTERS TO BE LISTED

Call Is Sent Out to Labor Unions and Postmasters to Report on Number of Skilled Men Available to Train Others.

An estimate that 65 per cent of the wooden vessels to be built by the Federal Shipping Board, the programme of which calls for 1000 carriers, will be built at Pacific Coast yards is made by Representative McArthur in a telegram received yesterday by the Chamber of Commerce. Because of the number of plants, unlimited material available for construction, and vast area on rivers and bays open to the establishment of yards, Oregon's share of the Coast contracts will be large. About the time Representative Mc-

Arthur's message arrived, another came from Commissioner-General of Immi-gration Caminetti, at Washington, to Inspector R, P. Bonham, of the United States immigration service, instructing him to report to headquarters in four days the number of experienced ship carpenters to be had in the state of Oregon who can be used in training hundreds of other men in the general work of constructing mercele

work of constructing vessels. Commissioner Caminetti asked that steps be taken to obtain the co-opera-tion of other interests in spreading word about the necessity of experienced ship carpenters being listed. Immedi-ately Mr. Bonham arranged for men to register at his office, on the fourth floor of the Railway Exchange build-ter ing.

Call Is Sent Out.

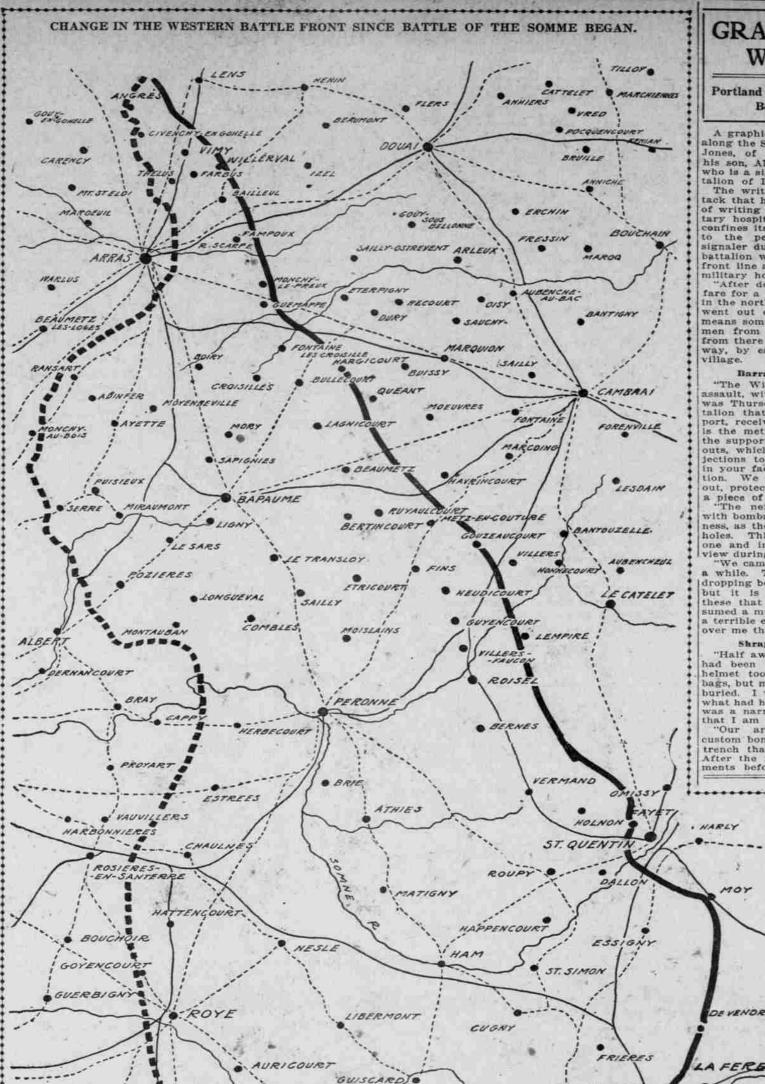
Information relative to the call for carpenters was conveyed to the Cen-tral Labor Council, that all men of al-lied organizations may assist; also to St. Helens, Astoria, Tillamook, Coos Bay and Florence, postmasters at those points being asked to obtain lists. In his message on the Shipping Board's plans, Congressman McArthur

sent the following: "Shipping Board advises that 1000, not 3000, wooden vessels will be built. Roughly estimated, 65 per cent of this business will go to the Pacific Coast. Highly probable that every legitimate shiphuilding concern prepared to handle shipbuilding concern prepared to handle work will get share of business. Build-ers will probably have option on flat rate or cost plus percentage basis. Nothing definite or official will be an-nounced until Brent returns and holds conference with other mombers. In meantime would suggest that our people rensider plane for mobilization of labor consider plans for mobilization of labor and materials. Will advise further upon Brent's return."

Portland Data Furnished.

Mr. Brent, who is vice-chairman of he Federal Shipping Board, passed rough Portland a few days ago and the where he was placed in close touch with all builders and supplied with maps and considerable valuable data. He took in the entire Washington territory where wooden vessels are under

way. It is known several proposals for new yards are under way, contingent on the Government work being anoted, and at least double the number of plants now engaged in wooden construction on the river can be provided immediately on equipment being obtained.



SHIP SCHEME TO BE **GRAPHIC ACCOUNT OF TRENCH** WARFARE IS GIVEN IN LETTER LAUNCHED MONDAY

Germans Eight Yards Away.

Portland Man Hears From Son in English Hospital Recovering From Bomb Wounds Received in Fight in Shell Crater on Somme.

A graphic account of trench warfare ten days, but every conceivable shell A graphic account of trench warnare ten unys, but every along the Somme was received by E. S. Jones, of 346 Jefferson street, from "A whistle blew and No. 4 company, on our left, went over the top. We

Jones, of 346 Jefferson street, from his son, Albert E. Jones, 20 years old, who is a signaler with the Second Bat-tallon of Loyal North Lancasters. The writer was wounded in the at-tack that he describes and at the time of writing was convalescing in a mili-tary hospital in England. The letter confines itself to the things that came to the personal experience of the signaler during the two days that his battalion was actively engaged on the selves up are not exaggerated. They battalion was actively engaged on the front line and the later journey to the military hospital. He says:

"After doing the usual trench war-fare for a while, i. e., just hanging on, in the norther, part of the Somme, we went out on a fortnight's rest. This means some hard training to keep the men from being morose. We moved "I was in a trench at the head of about 20 men. An officer was beside me. The trench was narrow and we

Sec. ma

men from being morose. We moved from there up to Thiepval in the usual way, by easy stages from village to village. Barrage Fire Encountered.

"The Wilts had succeeded in their assault, with very few casualties. This was Thursday afternoon and the bat-talion that I was in(, being in sup-port, received the barrage fire, which ls the method in vogue to keep back the supports. We were in small dug-outs, which would hold four, any ob-jections to another chap's feet being in your face being a minor considera-tion. We never knew when the dugout, protected by a few sandbags and a piece of tin, would give away. "The next morning we rushed up with bombs and it was a ticklish busi-ness, as the trench was a row of shell

holes. This meant over the edge of one and into the next, being in full view during the intermittent dashes. that it was not serious. 'We came back to our dugouts after

"The sergeant told me to go down one of the dugouts that the Germans a while. The trench mortars were had held two days before. I went dropping bombs very near all the time, down and their dugouts were much safer than ours. but it is mainly the concussion of these that do the damage. As I resumed a much interrupted nap, I heard a terrible explosion and a feeling came Shell Kills Five. "Fritz was searching the trench from one end to another and the boys, poor devils, were catching it hot. One shell landed on top of the dugout but

over me that I was dead.

Shrapnel Helmet Protects.

"Half awake, I found that the place had been blown in. My shrapnel helmet took the weight of the sand bags, but my arms and equipment were buried. I was dazed. I did not know what had happened. God knows that it

custom bombarded for ten minutes the trench that was to be our objective. After the first of July our bombard-ments before an attack did not last

VENORE

crossed trenches. The only thing that kept my leg from getting useless was the moving about. At last we came to a service station where our wounds were treated and we were started

LAON

"The service stations are close to gether and all those that possibly can nust walk. I was unable to and was carried to a big ambulance service wagon and taken from there to the nearest clearing hospital. "While there I learned that I was to be sent to 'Blighty,' w. 'ch is the name the soldiers have for England. In four days I 1 fb on a comfortable hospital train for the channel." The account was finished while Albert Jones was in the hospital at

LONGSHOREMEN KEEP BUSY Temporary Spurt Draws Others to In-

walk

sure Tonnage Moving.

Day and night labor performed on essels in the river has necessitated the employment of outside longshore-men familiar with certain cargo being handled, stevedores explaining that they to obtain

Goethals' Appointment to Direct Work Is Tribute to **Teutonic Descendants.**

OFFENSE TO BERLIN FACTOR

General Never Forgiven for Building Canal After Germany's Ex-

Declaring It Could Not Be Accomplished.

about 20 men. An officer was beauty me. The trench was narrow and we could just move a little way. Ahead another trench crossed ours. There was a mound near us and the officer toll me to climb up on it and find out where the enemy were. I did not like it but I crawled up and yelled there a German WASHINGTON, April 14.—The Ad-ministration's programme for building a vast fleet of wooden cargo ships to transport supplies to the allies and thus defeat the German submarine campaign will be put definitely under way Mon-day when the Shinging Roard will form 'here they are.' Just then a German stuck his head over the edge of a trench about 80 yards away. I fired in a hurry, but I am afraid I missed for he ducked his head. Then the officer let go. I jammed my bolt and had nothing left but the bayonet. day when the Shipping Board will form a \$50,000,000 corporation to build and operate the vessels.

The corporation will be organized under "The Boches threw three bombs right away. I saw them coming and kept flat against the wall. It was a good the laws of the District of Columbia, and its entire stock will be held by the Shipping Board. In legislation to thing I kept my head out of the way. "If it had been one of ours, I and be introduced in Congress early in the week the Board will ask authority to the officer would have geen killed, but they rely on the explosion more than crease the stock in the future if eeded to as much, perhaps, as \$225,on the bits the bomb is made of. The nearest dropped about four yards away. I got small bits in my legs, but knew

Private ship-yards will construct the ships on a standardized plan adopted by the Shipping Board on a basis in most instances of 10 per cent profit. The Board probably will finance some yards, although private capital already is offering millions for construction the vessels.

Goethals to Report Soon.

Major-General Goethals, who, at the equest of President Wilson has agreed o supervise building of the ships, will me to Washington to take charge of e work as soon as he can arrange to leave his task of building New Jer-sey highways. E. A. Eustace, a New York engineer, who conceived the idea

wounding some more. "They came down to us and there were some things that I can't bear to mention. Another ell blew the entrance in and without putting it to vote we decided to leave. The dug-out was too much of a rood thing. You see the Boche had the exact range of officers. General Goethals probably will be elected general manager of the orporation, and Mr. Eustace, as an employe of the Board, receiving a sal-ary of \$1 a year, and Mr. Clark, directors.

The 700,000 tons of German shipping taken over by the Government with the declaration of war undoubtedly will be put under the corporation as will be Austrian ships now in custody of the United States. The general opinion is that the German and Austrian owners will be paid for their use during the war and for the ships themselves if they are lost or are retained.

Traditional Ingenuity Maintained.

The story of how the wooden ship-uilding plan grew from an idea conlved simultaneously by two mining engineers until it has taken a place in the forefront of America's war pol-ley, reveals that Yankee inventive geni-us and ingenuity were as ready to meet

the present emergency as at any time of National stress in the past. After Mr. Eustace and Mr. Clark had

been called to Washington by Chair-man Denman, of the Shipping Board, and the Board decided to take up the plan, Mr. Eustace decided to interest General Goethals. The canal builder immediately seized on the plan as the one way by which the United States could do most to aid the allies in de

German Descent Is F

nothing happened; another landed and we began to wonder. Then one hit the parapet in front of the dugout parapet in front of the dugout entrance and killed five chaps besides was a narrow shave and I thank him that I am _live. "Our artillery after their usual that trench. "We wandered among the criss-

W. D. B. Dodson, executive secre-tary of the Chamber of Commerce, yesterday was informed by the Navy De-partment that no awards had yet been made to Pacific Coast yards for wooden patrol boats, tenders for which were received last month. It has been as sumed that the first vessels would be provided on the Atlantic side, where the greatest need existed, builders in the West being called on for such work as soon as available facilities on the other side were taken advantage of.

MOTORSHIP SCARES TAHITIANS

City of Portland Taken for Warship in South Sea Port.

ST. HELENS, Or., April 14 .- (Special.)—The motor vessel City of Port-land, after undergoing minor repairs in Portland, arrived in St. Helens Friday night and is now taking on a 2,000,000-feet cargo for delivery in Aus-tralla. Captain Johnson, who took the vessel out on her initial trip, will be relieved by Captain McClemens.

n the voyage from Australia to Columbia River, the motor vessel On the the called in at Tahiti to replenish her fuel supply. Arriving early in the morning, the vessel docked before the natives were awake. The noise of the auxiliary engines awoke them, and re-membering the time when two years ago a German war vessel shelled the town and sank a vessel at anchor, thought another war vessel was visit-Without investigating, many of them

fied to the hills, and would not re-furn until assured that a friendly ves-sel was visiting them. While in Tahiti the vessel was visited by hundreds of the natives and the Governor and official staff were entertained by the officers of the vessel.

SIX FREIGHTERS CONTRACTED

Oakland Builders Get Orders Ag-

gregating \$4,000,000.

OAKLAND, Cal., April 14. Six

that the employes at the Hanlon Yards in East Oakland will be increased from

350 to 2,500 within six months. Of the new vessels to be built by the Hanlon Company two will be 7,630-ton steel freighters and will cost more than \$1,000,000 each.

Montana Would Aid Shipbuilding.

MISSOULA, Mont, April 14.—Dr. E. C. Elliott, chancellor of the University of Montana, early this morning an-nounced the appointment of a war committee at the State University to facilitate the institution's service of the Nation. Faculty members consti-tute the council, whose duty if will 'e to direct every energy of the univerinterior of the vessel entirely burned

to direct every energy of the univer-sity to National service during the war. A request to the forestry school for aid in the shipbuilding compaign till be among the first to receive attenthe tug owned by the Port of Port-land reached the Congress before the Salvor and if any tug is entitled to a claim it is the Portland vessel.

tion.

Dredge Monticello Out of Service. KELSO, Wash, April 14.—(Special) —Lack of Government fundss for the in the Cowlitz and Lewis rivers has caused the tying up of the dredge Mon-ticello. Captain Nelson Delude, who

GUIVRY FRESNIERES BUSST CHAUNY LESPPOTS ST. GOBAIN ASSIGNY ROLLOT ABBECOURT VGENY - NOYOI BRETIGNY BESSONS-S MATS PASSEL SEMPIGNY FOLEMBRAY COUCY-LE RIBECOURT BLERANCOURT CARLEPON ALLE TR NIZ) -VEZAPONIN REMY ARGIVAL AUTRECHES ARGNY CHAVIEN ATTICHY COMPLEGN OFFIES ARSY 0112 3456789 ----SOISSONS CHELLES SCALE OF MILES The Heavy Broken Line Shows the Position of the Battle Front Before the Battle of the Somme Began, on July 1, 1916. The Heavy Black Line shows the Present Position Since the Battle of the Somme, the German Retreat and the Battle of Arras. Light Solid Lines Are Railroads, Unless Marked as Rivers. Light Broken Lines Are Main Highways has been operating the dredge, is pilot- permitting the vessel to change ownmain in service out of New York. Mr The claim presented by the Salvage 4 SHIP CONTRACTS ing the Kellogg Transportation Com-pany's steamer Chester on the run from The Hyde says he is not at liberty to dis-ciose the names of the owners until a Kelso to Toledo temporarily. Captain Delude was formerly on this run reg-ularly with the steamers Northwest and later date. company represented 30 per cent of the value of the damaged liner. freight steamers costing \$4,000,000 were contracted for in the East by Daniel J. Hanlon, president of the Han-ion Dry Dock & Shipbuilding Company, who has returned from a business trip to New York with the announcement Salvage Company Claims \$314,200 for HIGH CHARTER OFFER REFUSED TACOMA PLANT EXPECTS TO GET **ORDERS FOR MORE VESSELS.** a Mouth for Nine Months. Plans Submitted by Pacific Coast Salvage Company Claims \$314,200 for Shiphuilding Company Are Sald Steamboat owners and co-workers of Towing Ship to Harbor. to Satisfy Allies. tephen F. McDonald, who died here SEATTLE, Wash., April 14.-(Spe-cial.)-The Pacific Coast Steamship Thursday night, will attend funera services at 9 o'clock tomorrow morning TACOMA, Wash., April 14 .-- (Special.) & Drydock Company, was refused today by the owner, Knut Knutsen, of Nor-Company steamer Congress, which at the cathdral, Fifteenth and Davis -Eleven wooden steamships, with a caught fire off Coos Bay September 14, 1916, and was towed to shore with the

streets. The interment will be at Van-couver, Wash., in the family plot. Bernard McDonald, the 23-year-old i son of the deceased, is in the regular Navy, on duty here at present, being Navy, on duty here at present, being Lieutenant-Commander John H. Black-burn, in charge of the Navy recruiting stations in this district. Another son. Allen McDonald, 20 years old, survives. of broker, m- charter.

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burn, in charge of the Navy recruiting stations in this district. Another son. Allen McDonald, 20 years old, survives. States Federal Snipping Board and for-warding specifications for a 3000-ton auxiliary schooner to Eastern agents of the company, seven contracts have been 'offered. The final awarding of the contracts will depend on the ac-ceptance of the plans by the Shipping Board. The American Bureau of Ship-

are two half-brothers, one, Flynn Smith, residing here, and the other, Leo Smith, being in the regular Army and stationed at Fort Bilss, Tex. Mrs.

The sale of the steamer Congress to the China Mail Steamship Company the East. Mrs. Mary B. McDonald is proved the plans, says Mr. Hyde, and for a sum said to be \$1,000,000 is now assisting in the funeral arrangements.

ceptance of the plans by the Shipping Board. The American Bureau of Ship-ping and the French bureau have ap-proved the plans, says Mr. Hyde, and copies will be forwarded to Lloyds in London. Four out of six contracts offered for wooden boats for use on the Atlantic were accepted yesterday by the com-pany, says Mr. Hyde. The vessels will be built in Tacoma and sent to the Atlantic with cargoes. They will re-

in such emergencies. The rush is un-usual, for since the European war the longshoremen have had numerous leisure days and many of them have sought employment elsewhere or entered new lines here, a percentage of them being at work in the shipyards. His post in New Jersey, finally was convinced needed him. General Goethals was ch

High freights pald for vessels actu-ates charterers in hastening their dispatch, so overtime and similar expenses frowned on during normal times are not considered in the same light, the aim being principally to handle cargo without loss of time.

CANNERY BOAT CONTRACT LET

Astoria Company to Build 60-Foot

Launch for Fishermen.

ASTORIA. Or., April 14.—(Special.) The Wilson Shipbuilding Company has received a contract for building a 60-foot launch for the Union Fishermen's Co-operative Cannery.

The craft will be used as a cannery tender. The same yard is construct-ing a 53-foot steam tugboat for the Astoria Lumber Company.

Marine Notes.

E. Wilkman has been signed, as maste J. E. Wilkman has been signed as master of the ferry City of Vancouver, which is to be taken to Fuget Sound to play between Point Definnce and Gig Harbor. Her for-mer master was Frank Stevens, who oper-ated her for years between Vancouver and the Oregon abore, her employment ending with the formal opening of the interatate bridge. bridge.

bridge. Authority has been granted by the Port of Portland Commission for the installation of a small acetylene plant at the public drydock. The plant there has numerous jobs on dredges and steamers on which the acetylene gear can be used. It is said had it been available last week when the ladder of the dredge Willamette was shortened 20 feet, the cost of installing one could al-most have been saved. Action of the Navy Department is short

Most have been saved. Action of the Navy Department in clo ing the entrance to the Columbia River vessels, except between sunrise and sunse a not expected to effect the dredging pr gramme there this season, only that it w probably cut down the time, and, with on laylight operation, the expense will be in reased.

Columbia River Bar Report. NORTH HEAD, April 14.-Condition of the bar at 5 P. M.: Sea smooth; wind, northwest 16 miles.

GERMAN PRISONER OF WAR

Private Karl A. Horn Held Under

President's Proclamation.

e so confined. Horn was arrested a few days ago

Owner Rejects Proposition of \$77,000

SEATTLE, Wash., April 14 .- (Special.)-A firm offer of \$77,000 a month each for nine months for the steamers Golden Gate and Key West, now being completed at the Seattle Construction

Private Karl A. Horn, 108th Saxon regiment, of the German army, is held here as a prisoner of war, the first way, according to a local shipping broker, who was negotiating the man taken into custody at Portland to

The charter was for service on the Atlantic for New York interests and sets a new record for price offered for on Larch Mountain, near Bridal Veil on a United States Commissioner's war a long-timer charter. The two steam ers are of 7500 tons deadweight ca pacity. In wiring the definite refusal of the rant, charging him with having made threats against President Wilson and other disloyal statements. He was ar-raigned before Commissioner Drake yesterday and bound over to the United

offer, the owner stated that a similar offer had already been refused.

Mrs. Grimm Dies at Centralia.

The Rittman process of transforming petroleum waste into gasoline, benzine and toluene may act as a check on any movement to increase the prices of these products. Gasoline made by this process costa 6 cents a gallon.

Then General Goethals was told the Board wished him to take charge of the work. Reluctant at first to leave the Ger the

General Goethals was chosen to head the work, it was explained tonight, for three reasons-his capacity, his German descent and as a testimonial to the loyalty of American citizens of Teutonic extraction, and because he is considered the one man in the United States most offensive to Germany. Germany, it has been said, has never

forgiven the man who constructed the could not be accomplished.

In their efforts to pursuade General Goethals to take charge of building the ships, it was pointed out that he probably would spend before the war was over as much or more than was ex-pended on the Canal.

Police Disarm Enemy Allens,

HELENA, Mont., April 14 .- The Helena police today received orders to dis-arm all enemy allens if possible within 24 hours.

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