

COAST LINE GREAT SHIP ORDER

Government to Call for 1000. 65 Per Cent May Be Built on Pacific Coast.

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...

About the time Representative McArthur's message arrived, another came from Commissioner Caminetti...

Information relative to the call for carpenters was conveyed to the Central Labor Council...

Call Is Sent Out. Information relative to the call for carpenters was conveyed to the Central Labor Council...

Mr. Brent, who is vice-chairman of the Federal Shipping Board, passed through Portland a few days ago...

It is known several proposals for new yards are under way...

W. D. Dodson, executive secretary of the Chamber of Commerce, yesterday was informed by the Navy Department...

MOTORSHIP SCARES TAHITIANS

City of Portland Taken for Warship in South Sea Port.

ST. HELENS, Or., April 14.—(Special.)—The motor vessel of Portland, after undergoing minor repairs...

Without investigating, many of them fled to the hills, and would not return until a friendly vessel was visiting them.

SIX FREIGHTERS CONTRACTED

Oakland Builders Get Orders Aggregating \$4,000,000.

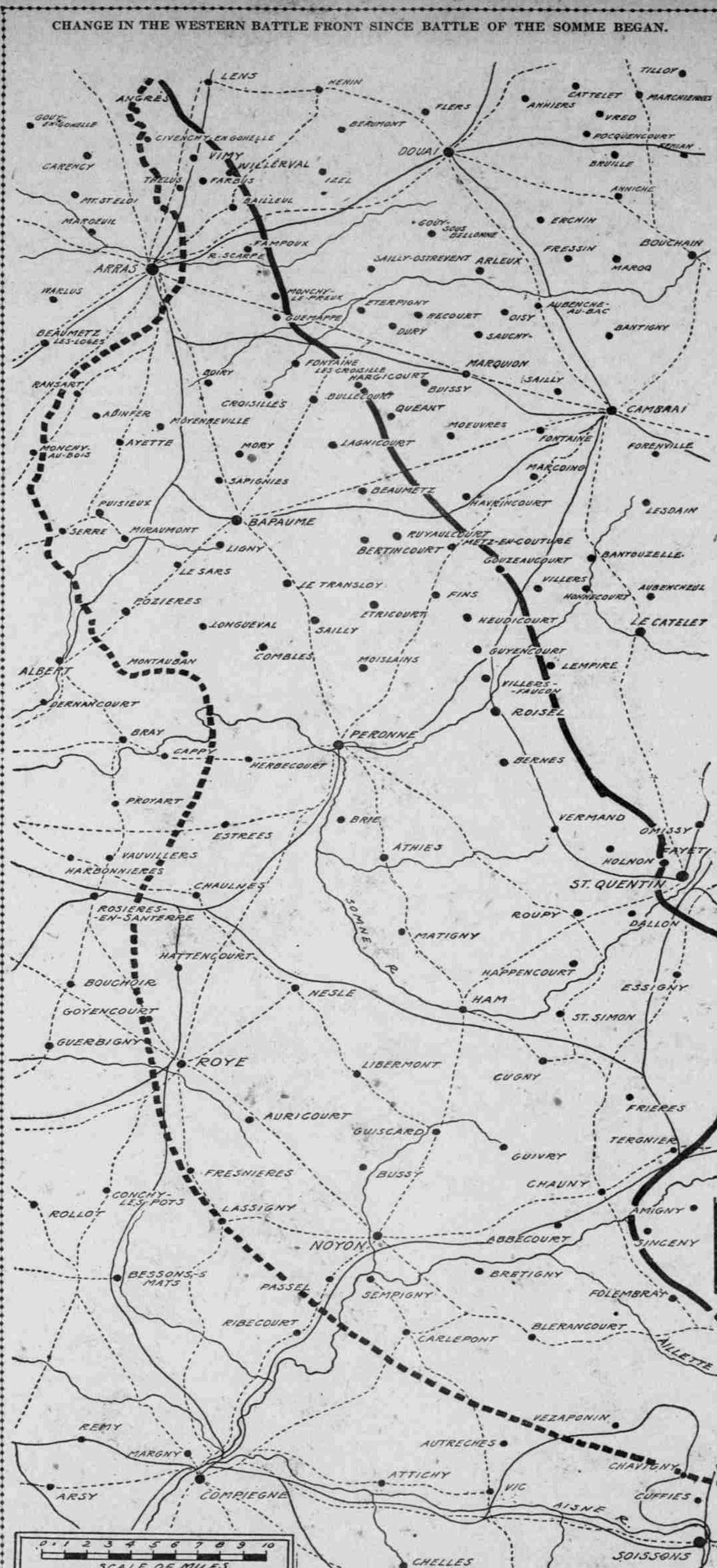
OAKLAND, Cal., April 14.—Six freight steamers costing \$4,000,000 were contracted for in the East...

Montana Would Aid Shipbuilding.

MISSOULA, Mont., April 14.—Dr. E. C. Elliott, chancellor of the University of Montana, early this morning announced the appointment of a war committee...

Dredge Monticello Out of Service.

LEKSO, Wash., April 14.—(Special.)—Lack of Government funds for the continuance of the dredging operations in the Cowlitz and Lewis rivers...



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.

GRAPHIC ACCOUNT OF TRENCH WARFARE IS GIVEN IN LETTER

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 along the Somme was received by E. S. Jones, of 346 Jefferson street, from his son, Albert E. Jones, 20 years old, who is a signaller with the Second Battalion of Royal North Lancasters.

The writer was wounded in the attack that he describes and at the time of writing was convalescing in a military hospital in England. The letter confines itself to the things that came to the personal experience of the signaller during the two days that his battalion was actively engaged on the front line and the later journey to the military hospital.

"The Wilts had succeeded in their assault, with very few casualties. This was Thursday afternoon and the battalion that I was in, being in support, received the barrage fire, which is the method in vogue to keep back the supports.

"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 was a narrow shave and I thank him that I am alive.

"Our artillery after their usual custom bombarded for ten minutes the trench that was to be our objective. After the first of July our bombardments before an attack did not last

"The service stations are close together and all those that possibly can must walk. I was unable to walk and was carried to a big ambulance service wagon and taken from there to the nearest collecting hospital.

"While there I learned that I was to be sent to 'Blighty,' which is the name the soldiers have for England. In four days I left for a comfortable hospital train for the channel.

"The account was finished while Albert Jones was in the hospital at Lincoln.

ten days, but every conceivable shell was used in ten minutes. "A whistle blew and No. 4 company, on our left, went over the top. We could not see how they got along. Our duty was to lay low and be ready to stop a counter attack on our own lines.

"The prisoners were coming in and were in a sorry plight; with fear in their eyes and crying 'mercy comrades,' their hands in the air. The accounts of how French prisoners give themselves up are not exaggerated. They are sent to rear under a small guard; about two men to 20, and generally the two men slightly wounded.

"I was in a trench at the head of about 20 men. An officer was beside 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 told me to climb up on it and find out where the enemy were. I did not like it, but crawled up and yelled 'Here they are.' Just then a German stuck his head over the edge of a trench about 80 yards away, 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 to do but wait.

"The Boches threw three bombs right away. I saw them coming and kept flat against the wall. It was a good thing I kept my head out of the way, but the officer would have been killed, but they rely on the explosion more than on the bits the bomb is made of. The next morning we went four yards away. I got small bits in my legs, but knew that it was not serious.

"The sergeant told me to go down one of the dugouts where the Germans had held two days before. I went down and their dugouts were much safer than ours.

"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 nothing happened. Another landed and we were to wonder. The other hit the parapet in front of the dugout entrance and killed five chaps besides wounding some more.

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LONGSHOREMEN KEEP BUSY

Temporary Spurt Draws Others to Insure Tonnage Moving.

Day and night labor performed on vessels in the river has necessitated the employment of outside longshoremen familiar with certain cargo being handled, stevedores explaining that they are unable to obtain all the gangs wanted in such emergencies.

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.

Marine Notes.

J. E. Wilkman has been signed as master of the ferry 'Paclet Sound,' which is to be taken to Puget Sound to play between Point Defiance and Gig Harbor. Her former master, Fred Egan, who has operated her for years between Vancouver and the Oregon shore, her employment ending with the formal opening of the interstate bridge.

Authority has been granted by the Port of Portland Committee for the erection of a small acetylene plant at the public drydock. This plant there has numerous jobs on dredges, steamers, etc., which the acetylene gas can be used. It is said had it been available last week when the ladder of the dredge 'Williamette' was shortened 20 feet, the cost of installing one could almost have been saved.

Action of the Navy Department in closing the entrance to the Columbia River to vessels, except between sunrise and sunset, is not expected to effect the drying made possible here this season, only that it will probably cut down the time and with only daylight operation, the expense will be increased.

Columbia River Bar Report.

NORTH HEAD, April 14.—Condition of the bar, April 14: Sea smooth; wind, northwest 16 miles.

GERMAN PRISONER OF WAR

Private Karl A. Horn Held Under President's Proclamation.

Private Karl A. Horn, 18th Saxon regiment of the German army, is held here as a prisoner of war, the first man taken into custody at Portland to be so confined.

He was arrested a few days ago on Larch Mountain, near Bridal Veil, on a United States Commissioner's warrant, charging with the drafting made recently against President Wilson's recent disloyalty statements. He was arraigned before Commissioner Drake yesterday and bound over to the United States grand jury.

United States Attorney Reames caused Horn to be rearrested under authority of President Wilson's recent proclamation, so Horn was made thereby a prisoner of war.

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

4 SHIP CONTRACTS TAKEN

TACOMA PLANT EXPECTS TO GET ORDERS FOR MORE VESSELS.

Plans Submitted by Pacific Coast Shipbuilding Company Are Said to Satisfy Allies.

TACOMA, Wash., April 14.—(Special.)—Eleven wooden steamships, with a valuation of more than \$3,500,000, will be constructed at the Tacoma plant of the Pacific Coast Shipbuilding Company, if present expectations prevail.

Mr. Hyde says that as a result of foregoing the plans of the United States Federal Shipping Board and forwarding 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 acceptance of the plans by the Shipping Board. The American Bureau of Shipping and the French bureau have approved the plans, says Mr. Hyde, and copies will be forwarded to Lloyds in London.

MCDONALD FUNERAL IS TODAY

Fellow Steamboatmen to Gather for Last Rites at Cathedral.

Steamboat owners and co-workers of Stephen F. McDonald, who died here Thursday night, will attend funeral services at 9 o'clock tomorrow morning at the cathedral, Fifth and Davis streets. The interment will be at Vancouver, Wash., in the family plot.

STEAMER CONGRESS LIBELED

Salvage Company Claims \$314,200 for Towing Ship to Harbor.

SEATTLE, Wash., April 14.—(Special.)—The Pacific Coast Steamship Company steamer Congress, which caught fire off Coos Bay September 14, 1916, and was towed to shore with the interior of the vessel entirely burned out, was libeled today in the United States District Court for \$314,200 by the British Columbia Salvage Company, of Victoria, B. C.

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Bernard McDonald, the 23-year-old son of the deceased, is in the regular station in this district. Another son, a yeoman and detailed in the office of Lieutenant-Commander John H. Blackburn, in charge of the Navy recruiting station in this district. Another son, Allen McDonald, 20 years old, survives. Charles McDonald, a brother, is an attorney at Lewiston, Idaho, and they are two half-brothers, one, Flynn Smith, residing here, and the other, Leo Smith, being in the regular Army and stationed at Fort Bliss, Tex. Mrs. Maggie Smith, a half-sister, resides in the East. Mrs. Mary E. McDonald is assisting in the funeral arrangements.

Mr. McDonald was born at Vancouver 45 years ago, and as a youth began his career in steamboat lines. His longest service was with the White Collar and Regulator lines, and latterly with the Green Northern Pacific at San Francisco.

HIGH CHARTER OFFER REFUSED

Owner Rejects Proposition of \$77,000 a Month for Nine Months.

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 & Drydock Company, was refused today by the owner, Knut Knutsen, of Norway, according to a local shipping broker, who was negotiating the charter.

The charter was for service on the Atlantic for New York interests and sets a new record for price offered for a long-term charter. The two steamers are of 7500 tons deadweight capacity.

In writing the definite refusal of the offer, the owner stated that a similar offer had already been refused.

Mrs. Grimm Dies at Centralia.

CENTRALIA, Wash., April 14.—(Special.)—Mrs. Warren Grimm, wife of a prominent Centralia attorney, died Thursday as the result of a long illness. The funeral will be held Sunday at 2 o'clock. Mrs. Grimm was 25 years old and is survived by her husband and sister, Mrs. W. A. Reayburn. She was married a little over a year ago to Mr. Grimm, a former prominent University of Washington athlete.

SHIP SCHEME TO BE LAUNCHED MONDAY

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

OFFENSE TO BERLIN FACTOR

General Never Forgiven for Building Canal After Germany's Exports Declaring It Could Not Be Accomplished.

WASHINGTON, April 14.—The Administration's programme for building a vast fleet of wooden cargo ships to transport freight to the Allies has agreed to defeat the German submarine campaign will be put definitely under way Monday when the Shipping Board will form a \$50,000,000 corporation to build and operate the vessels.

The corporation will be organized under the laws of the District of Columbia, and its entire stock will be held by the Shipping Board. In legislation to be introduced in Congress early in the week the Board will ask authority to increase the stock in the future if needed to as much, perhaps, as \$225,000,000.

Private shipyards will construct the ships on a standing order 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 of the vessels.

Goethals to Report Soon.

Major-General Goethals, who, at the request of President Wilson has agreed to supervise building of the ships will come to Washington to take charge of the work as soon as he can arrange to leave his task of building New Jersey highways. E. A. Eustace, a New York engineer, who conceived the idea of a wooden ship fleet, probably will be associated with him.

The law creating the Shipping Board provides for a corporation, the majority of whose stock must be held by the Board. Its directors will be employees of the Board, who will elect their own officers. General Goethals probably will be elected general manager of the corporation. His salary as a general employe of the Board, receiving a salary of \$1 a year, and Mr. Clark, directors.

The 700,000 tons of German shipping taken over by the Government will be put under the corporation as will the Austrian and Italian tonnage 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 that the ships themselves if they are lost or are retained.

Traditional Ingenuity Maintained.

The story of how the wooden shipbuilding plan grew from an idea conceived almost a century ago by two mining engineers until it has taken a place in the forefront of America's war policy, reveals that Yankee inventive genius 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 on by Washington Chairman 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 defeating Germany.

German Descent Is Factor.

Then General Goethals was told the Board wished him to take charge of the work. Reluctant at first to leave his post in New Jersey, the general finally was convinced the Nation needed him.

General Goethals was chosen to head the work, it was explained, 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 Canal, when German experts said it could not be accomplished.

Police Disarm Enemy Aliens.

HELENA, Mont., April 14.—The Helena police today received orders to disarm all enemy aliens if possible within 24 hours.

Read The Oregonian classified ads.

KRYPTOK advertisement featuring 'Without Lines in the Lens' and 'KRYPTOKS' with an illustration of a person's eye and a lens. Text includes 'made by us cost no more than Kryptoks made by other opticians, but the Kryptoks supplied by us are better, being finished on specially made machines and in the finest, most completely equipped retail optical factory in Portland.' and 'Besides, we do all the work under one roof, from the examination of your eyes to the accurate fitting of the finished glasses.' The Thompson Optical Institute address is 209-10-11 Corbett Bldg., Fifth and Morrison.