

COCKBOATS FOR HARBOR WORK

Oregon Projects May Have to Go Over to Next Session of Congress.

HAWLEY PLEADS IN VAIN

Urgent Need Shown for Government Aid in Waterway Improvements, but Committee Fails to Take Desired Action.

OREGONIAN NEWS BUREAU, Wash-

ington, March 9.—Although Representative Hawley, in a recent appearance before the House river and harbor committee, urged the adoption of a number of new projects in Oregon, all of which have been favorably reported by Army engineers, none of these projects was adopted by the committee when it reported its bill to the House, and there is little prospect that anything can be done for these projects before next session. Oregon had no member on the river and harbor committee to fight for these projects.

Mr. Hawley made out a strong case in his argument. Mr. Hawley showed how extensively local interests have agreed to co-operate with the Government and, in some instances, have already expended their own money in the expectation that the Government would come along and aid them.

He took up the projects in order, first urging \$15,000 for Coquille River. He pointed out that the ports on the river are the only ones in the United States on a dredge, a much larger amount than they are asking of the Government.

Mr. Hawley said there had been a great business in the lumber business having taken on new life. For improving the entrance to Coquille River, Mr. Hawley urged an appropriation of \$125,000, but it was paid locally. Of this improvement he said:

"The people of Coos Bay have raised by taxation and expended about \$50,000 in the improvement of that waterway. A great portion of this went into the construction of an inner channel. The people have taxed themselves to the limit. They cannot spend on the waterway any more."

At present there are no mills operating on the Siuslaw. There is a mill at Florence ready to operate, but the river has been so low that it cannot get to the mouth. This new project is to remove this shoal. It is not an expensive project and would be available for use before the cost of the improvements heretofore made.

"The people there have raised money to build a shipbuilding plant. The industries are preparing to come in. Business enterprises now are temporarily closed down by reason of the shoal. The Government has spent \$400,000 or \$450,000 in the improvement of the river in co-operation with the Government. They have done as far as they can, and are now asking the Government, with an expenditure of \$125,000, to make available for use the improvements heretofore made. A great expense to the Government and the locality."

PACIFIC COAST STEVEDORING AND TERMINAL TRANSFER METHODS MAY BE APPLIED TO ARMY TRANSPORTATION IN FRANCE.

Portland's list of experienced steamshipmen who volunteered for duty in France during the past week was three—Major W. D. Wells, who resigned from the San Francisco & Portland Steamship Company; Lieutenant J. S. Pratt, who left the Parr-McCormick line, and Lieutenant H. H. Bancroft, who was with the North Pacific line and its recent successor, the Emerald line. They departed for the East Friday to report for duty.

Major Wells is in command of one of the terminal bases, of which there will be six in France, and his staff will be completed with other Pacific Coast line and Albatross handling methods. It is not improbable they will introduce some of the best methods in use on the Pacific side to hasten the dispatch of ships.

The Aberdeen Chamber of Commerce and forwarded to Congressman Albert Johnson and Senators Poindexter and Jones. The resolutions set forth that the Chamber of Commerce has been receiving only about \$500 a year plus \$9 a month for maintenance.

The following excerpt from the letter received by Mr. Dodson yesterday gives a general outline of the plan as it has been worked out by the Emergency Fleet Corporation.

The act giving \$50,000,000 to the Emergency Fleet Corporation to provide housing facilities in shipbuilding centers, now in the hands of the President, provides that the Fleet Corporation may acquire by purchase, lease, requisition, or requisition for temporary use, any improved or unimproved land for the construction of houses for the employees of shipyards in which ships are being constructed for the United States; as follows:

"Construction on such land of houses and necessary facilities upon conditions as to price, etc., as the Fleet Corporation may determine, and the construction of such land, houses and facilities upon such terms as it may determine;

"Purchase, lease or requisition, including requisition of temporary use, or acquire by condemnation, houses and other buildings, together with the lands on which the same are erected, and the right to acquire by exchange the same, as it may determine;

"Make loans to persons, firms or corporations upon such terms and conditions as it may determine, not exceeding ten years as it may determine.

"Provision is made for compensation for the property acquired. Whenever the Fleet Corporation requisitions property, it shall take immediate possession of it and occupy the same until the validity of the title has been established.

The property granted by the act cease with the termination of the present war with Germany.

"No contract for construction shall provide for compensation of a contractor, unless the contract provides that in case of any increase above a reasonable cost, as fixed by the board, the percentage of profit shall decline in proportion to the rate to be expressed in the contract.

"The board may, however, agree to pay a premium or bonus for speedy completion of the work.

The Fleet Corporation is required to report to Congress the names of all persons or corporations with whom it has made contracts for the construction of its expenditures in excess of \$10,000.

Builders Pledge All Aid to Oregon's Ship Forces.

Recently each wooden shipbuilding plant in the Oregon district received a copy of a message sent from France by General Pershing, asking for a "bridge over the rainbow" to help build the Hun, and in turn the management of each yard sent a reply, through the headquarters of the Oregon district.

The spirit expressed in the builders in the evidence of co-operation being given the several companies by their men, as shown by the tenor of the message, speaks well for the future. On behalf of the Emergency Fleet Corporation, congratulatory notes on the excellent results you are obtaining in your district and also upon being in a district which is helping to build the Hun.

Ship Master is Named.

Arthur Sewall put in charge of Steamer Westwood.

Captain Will Reach Portland Early This Week to Reet Friends He Knew in Olden Days.

Captain Arthur M. Sewall, one of the Maine families of shipbuilders and operators known in every American port and most of the foreign harbors, has been appointed master of the new \$800-ton steamer Westwood, which is to be here this week.

To assist Uncle Sam in manning his new ships, Captain Sewall was called on by Captain John F. Blain, in charge of steel construction in the Northwest, to take the Westwood on her first voyage, and he left his home at Port Townsend to comply.

Government Scheme to Provide Dwellings Received.

Portland-Astoria Schedule Will Be Started Saturday.

Overhauling in the engine-room, cabin and on deck of the fleet propeller Georgiana, of the Harkins line, having been finished, she was shifted to the drydock yesterday to have a new wheel shipped, and after her annual inspection this week she will go into service, probably starting for Astoria Saturday.

The vessel will make the Portland-Astoria run in 1918 and she has plied over the course each season since the makers of the sound trip the service has proved popular, and with the increased activity along the river this year, she will no doubt be taxed at times.

Pacific Coast Shipping Notes.

ASTORIA, Or., March 9.—(Special.)—The barkentine Charles F. Crocker crossed in to the Astoria dock to the St. Johns drydock yesterday to have a new wheel shipped, and after her annual inspection this week she will go into service, probably starting for Astoria Saturday.

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Portland's grain elevator, its purpose, progress in construction and the estimated time of completion promise to be gone over in detail at tomorrow noon's council of members of the Chamber of Commerce and the grain trade.

The Portland Clearing-House Association will be represented, and Emery Olmstead, chairman of a committee named by the association to inquire into the elevator matter, will speak.

Grain Trade to Be Heard.

George C. Westgate, president of the Portland Merchants' Exchange Association, has promised that a speaker will be on hand to represent the grain trade, and there will be one of the members of the Commission of Public Docks, which body is building the elevator, heard.

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Flags Fly Together.

Union of Two Republics Shown at Shipyard.

Presence of French Official Made Notable by Exercises at Foundation Company's Plant.

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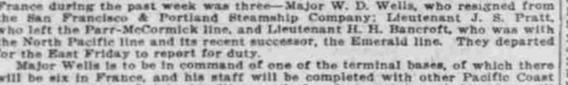
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Marine Notes.

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SCHOOL HEAD HERE

Demand for Licensed Officers Shows Marked Increase.

NEW STUDY HALL OPENED

Chamber of Commerce Asked to Issue Circular Calling Attention to Need of Men for Marine Service—Many Positions Open.

Men graduated from the Government nautical school maintained at Portland after today will do their studying in the assembly hall of the Electric Building. The school is being assigned for that purpose. The school has had space on the second floor of the Oregon building since its establishment here about six months ago. The new location is more desirable in some respects, and, as a campaign has been decided on to reach all sections of the state to interest men with sea experience, an increased attendance is looked for.

Professor Arthur Williams is directing the work at Portland and he has former students in different parts of the world today, they having successfully taken examinations before United States Steamship Inspectors Edwards and Jones, who obtained licenses to command vessels for the Government here and on Puget Sound has drawn heavily on the nautical interest of the city and county, and the town of Woodland and adjoining acreage may also seek annexation to the dike district.

Word was received from Olympia today that the Washington Supreme Court had affirmed the decision of Judge William T. Darch, of the Cowlitz Superior Court, declaring the new state dike and building dike. Two quarters had been started on two dike districts and one drainage district in this vicinity on the supposition that the law would be upheld and the district can now issue bonds and warrants to pay for work done.

It is estimated that at the rate with which ships are being turned out there will soon be a shortage of carriers delivered to the Government every two weeks by the Northwest builders, and it is urgent that they be manned and equipped as soon as possible. Mr. Grambs said it would be pleasing to all concerned in the matter to have ships built here taken out by officers licensed in the Government, and that such a system would be adhered to if practicable.

Another feature of the preparation for the new ships is assembling sailors, firemen, water tenders, cooks, waiters, and, in fact, all workers required. Men must be between 20 and 27 years of age to undergo the training. Applications for a training ship on the Pacific side on which men will be taken on cruises for six weeks and inducted into their duties. Already there have been 600 men trained on the Atlantic Coast ships, all being assigned berths.

Applications for the training ship can be made to Mr. Grambs, being mailed to his office in the Stuart building, Seattle, Wash.

Schooner is Abandoned.

Puritan Left on Reef Off Montague Island After Storm.

SEATTLE, Wash., March 9.—The Seattle fishing schooner Puritan, left abandoned on a reef off Montague Island, southwestern Alaska, where she grounded in a storm March 8. The vessel was in the lumber trade, and was carrying a full cargo of lumber. The schooner was valued at \$50,000.

The Union Oil Company's tank steamer La Brea today was proceeding from Vancouver, B. C., to California repairs having been made to its steering gear, which became jammed yesterday, causing the boat to send out distress signals, according to reports reaching the Seattle Merchants' Exchange.

Move to Raise Lighthouse Men's Pay.

ABERDEEN, Wash., March 9.—(Special.)—Resolutions asking that Congress increase the pay of men in the lighthouse service have been passed by the Aberdeen Chamber of Commerce and forwarded to Congressman Albert Johnson and Senators Poindexter and Jones.

PORTLAND SURVEY MADE

Chamber of Commerce and Realty Board Make Investigation as to What Houses are Available Here for Ship Workers.

Details of the plan of the Emergency Fleet Corporation for providing adequate housing facilities for men employed in shipbuilding were transmitted in a letter from the United States Chamber of Commerce and Realty Board yesterday by Executive Secretary Dodson, of the Portland Chamber of Commerce. A measure passed by Congress and appropriating \$50,000,000 for the purpose of providing the approval of President Wilson.

Whether Portland will ask for Government assistance in solving the problem locally depends on the joint action as to housing facilities in this city which is being conducted by the Chamber of Commerce and the Portland Realty Board. If this request is approved by Portland, Mr. Dodson said yesterday, it will be contingent on two considerations: First, to what extent 2000 unoccupied houses of various kinds, estimated now to be vacant, can be made habitable, and, secondly, how far local capital will be provided to meet the demand for housing these employees.

Plan is Outlined.

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Wage Increase is General.

Federal Ships Expect to Meet Scale at Once to Keep Crews.

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Portland and vicinity, probably rain; gentle southerly winds. Washington and Oregon, probably rain; moderate southerly winds. Idaho—Probably rain or snow. EDWARD L. WELLS, Meteorologist.