

MORE STEEL SHIPS IS SCHWAB'S IDEA

Conversion of Many Pacific Coast Wood Yards Considered Probable.

SERIOUS PROBLEM RAISED

New Manager of Fleet Corporation Pins Faith to Steel, but Change in Plants Here Would Involve Huge Expense.

OREGONIAN NEWS BUREAU, Washington, April 20.—The conversion of wooden shipyards on the Pacific Coast into steel yards is likely to be brought about to a material extent as the result of the appointment of Charles M. Schwab as general manager of the Fleet Corporation.

No definite plans have been worked out for increasing the number of steel yards on the West Coast, and one of the first obstacles to be encountered is the problem of financing this big venture.

Shipping Board officials are aware that an enormous outlay of capital would be required to put through this program, especially as it would mean the abandonment of existing plants, the installation of entirely new plants and an enlargement or rebuilding of ways.

Mr. Piez, Chairman Hurley, of the Shipping Board, today reiterated to newspaper men that the board intends to continue letting contracts on the Pacific Coast this year for wood ships, but only for ships of 4200 to 4700 tons.

WASHINGTON, April 20.—Construction of at least 120 wooden ships of the new type recently launched at Orange, Tex. is under consideration by the Shipping Board.

The new vessel is 4700 tons burden and does not come within the board's prohibition of construction of vessels as have been contemplated in most of the contracts for wooden ships.

Wherever possible contracts for small vessels not yet laid down are to be replaced by contracts for the larger vessels.

The new contracts will be distributed through the rapid building of these ships, Mr. Hurley said, "with us nothing else counts."

"We have set out on the greatest program of ship construction ever undertaken. The thing to do is to get it done."

The naval appropriation bill, carrying approximately \$1,312,000,000, is immediately available to meet the Navy's requirements, was passed unanimously by the House late today with a record vote.

A record for speed in the enactment of appropriate legislation was made in the passage of the bill, only two days being required for its consideration.

The bill carries a total of \$1,312,000,000, 415, some \$245,000,000 less than the appropriation for the current year.

The House added approximately \$17,500,000 to the recommendations of the naval committee. Included in this was an appropriation of \$10,250,000 for hospitals at home and abroad.

The bill authorizes an increase of 75,000 in the enlisted personnel of the Navy and 45,000 in that of the Marine Corps.

Pacific Coast Shipping Notes.

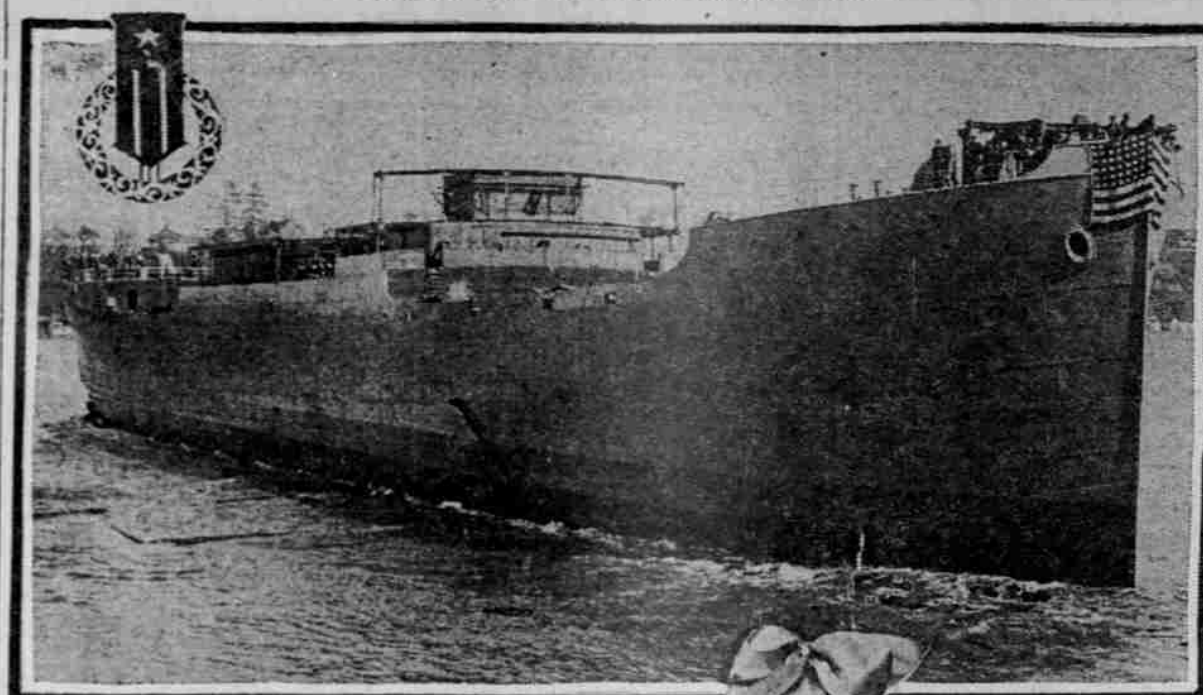
ASTORIA, April 20.—(Special.)—Bringing a cargo of fuel oil, the tank steamer William F. Herrin arrived at 6:30 this morning from California.

Bringing freight and passengers for Astoria and Portland, the steamer Rose City arrived at 11:30 this morning from San Pedro and San Francisco.

Laden with lumber from Westport, the steamer Schuyler arrived at 10 o'clock last night for Astoria and Portland.

The steamer Marjorie Buehner, formerly the A. M. Simpson, arrived at 11:30 this morning from San Francisco and will sail for Astoria at 10 o'clock.

TINY PORTLAND GIRL STARTS BIG STEEL FREIGHTER ON FIRST MOVE SINCE MEN FASHIONED MASS OF MATERIAL INTO FORM OF VESSEL.



The construction of eight wooden steamships for that government. The suit alleges that Pederson has no shipyard and is not in a position to guarantee delivery of the vessels even though he builds them.

COOS BAY, Or., April 20.—(Special.)—The barge Johanna Smith, in tow of the tug Hansson, is in the lower bay and is expected to sail for San Francisco tonight between 8 and 9.

ABERDEEN, Wash., April 20.—(Special.)—The steamer Raymond arrived at 8 A. M. this morning from Seattle, carrying lumber and Shingle Company, Hoquiam.

Officials of Emergency Fleet Corporation Inspect Puget Sound Yards.

Seattle Gets Out Freighter in 55 Days.

PORTLAND TIME IS BEATEN

Big 8800-Ton Steel Ship Floated at Northern Yard to Be Delivered to the Government 20 Days Hence.

SEATTLE, April 20.—A world's speed record in steel ship construction was broken here today, it was claimed, when the freighter West Lianga was launched at the Skinner & Eddy Corporation's shipyard for the United States Shipping Board 55 working days after her keel was laid down.

THIRD 4000-TON HULL THE PENINSULA SHIPBUILDING COMPANY HAS FINISHED FOR GOVERNMENT IS LAUNCHED BY MAID FROM WISCONSIN.



ANOKA JUST BEFORE SHE RACED FOR RIVER, AND MISS BELL GARNICH, A WISCONSIN VISITOR, WHO WAS SPONSOR.

BIG STEAMER READY

Westgate Prepares to Undergo Endurance Run.

WESTGROVE LEAVES TODAY

Steamer Lianga, Launched Yesterday, Will Be Rushed to Completion in Effort to Equal Record of Rival Shipbuilding Plant.

Bound for sea to undergo her endurance run, the steamer Westgate, third of the 8800-ton steel freighters the Columbia River Shipbuilding Corporation has under construction, proceeded to an oil dock last night to take on fuel, and early today will be on the Pacific.

Tomorrow afternoon the steamer Westgrove, which was launched March 27 after the world's record time of 61 working days, will leave the yard of the builders to take on her first cargo preparatory to going on her endurance run, and that will mark the attainment of the world's record for completion of a steamer of the same size in 93 days, and the Columbia River yard will lower that time 10 days.

The Skinner & Eddy plant launched the steamer Lianga yesterday, 55 days after the keel was started, and it is expected she will be rushed to completion in an effort to offset the record of the Columbia River Shipbuilding Corporation. At any rate, the Portland organization has set a pace not easy to be broken.

The steamer West Indian will be delivered to the Government early in May, so the average of one completed ship a month will have been maintained. Approximately each man of close to 2700 employed by that corporation is turning out 3 1/2 tons a month, on a basis of the 8800-ton vessel being finished in that time.

The Northwest Steel Company launched its tenth ship yesterday when the Western Chief went into the water. There are 14 hulls remaining to be launched under contracts entered into previously with the Government.

OUTFITTING PLANT IS RUSHED

Pacific Iron Works Prepares to Put Machinery in Ships.

WHALING FLEET READY

HUNTING OF BIGGEST GAME TO BEGIN IMMEDIATELY.

WOODLAND CHANNEL DEEPENED.

COLUMBIA BEACH LEASED

WASHERMAN'S BOARD OF ARBITRATION MEETS IN PORTLAND MONDAY.

BIG SHIPS WANTED

Wooden Steamers 5000 Tons Capacity Contemplated.

6000 TONS ALSO TALKED OF

Fred A. Ballin Declares Change of Size in Construction Would Be Simple Matter and Easily Worked Out.

Information desired by the United States Shipping Board on the feasibility of increasing the present wooden tonnage deadweight capacities from 3500 to 3900 tons for the tough and Ferris types up to 4500 tons for the Fred A. Ballin composite design, have been met by a proposal from here that 5000-ton wooden steamers be considered.

The Government officials have had under contemplation the building of a 5000-ton wooden steamer, J. W. Hall, assistant district officer of the Oregon district, leaves for Washington this morning in response to instructions to attend a conference on that matter.

Increase Deadweight Easy.

Peninsula Type Departure.

HIGHER WAGE SCALE SOUGHT

Longshoremen's Board of Arbitration Meets in Portland Monday.

SALMON VESSEL GOES NORTH

Levi Burgess Follows Berlin to Fishing Fields at Nushagak.

WOOD SHIP LEAVES WAYS

U. S. Naval Radio Reports.

WILLAMETTE, San Francisco Bay Puget Sound, 297 miles north of San Francisco.

PORTLAND, Seattle for Orem, 402 miles from Orem.



Captain James Bernard Magee, Pioneer Mariner, Who Died Recently.

later he was a member of the crew of the famous American clipper Flying Cloud, bound for Australia, and he remained there more than two years. He was survived by the widow, Mrs. M. Magee, and three children, Miss Sarah Geiger, and they were married September 9, 1873.

Plans Out for Portland

Whaling Fleet Ready

Woodland Channel Deepened

Columbia Beach Leased

Wood Ship Leaves Ways

U. S. Naval Radio Reports

Willamette, San Francisco Bay Puget Sound, 297 miles north of San Francisco.

Portland, Seattle for Orem, 402 miles from Orem.

MAGEE CAREER NOTABLE

LATE CAPTAIN ONE OF BEST-KNOWN TUGBOAT MASTERS ON COAST.

Old Tug Escort, Which Began Work on Coos Bay, Was Built by Magee, Who Died at Marshfield.

In the death of Captain James Bernard Magee, whose funeral was held a week ago at Marshfield, there ended the career of one of the best-known tugboat builders and tugboat masters in the state, who had been prominently identified with maritime affairs of Coos Bay since his arrival there in 1867. He died April 11.

The launching of the Western Chief took place at 4:10 o'clock and Virginia Insley, 6-year-old daughter of Mr. and Mrs. H. Insley, officiated. Mr. Insley is secretary of the Willamette Iron & Steel Works, where the Western Chief will receive her machinery. The little lady playing the part of christening the towering, gray hull was most intent and the sharp crack of the bottle against the stem seemed to please her immensely, as the Western Chief moved at once and it appeared as if the diminutive figure had pushed the ship riverward.

The nicest feature of all for her, was the presentation of a "really and truly" gold wristwatch, which W. H. Culler, of the Northwest's executive staff, presented to the young girl. The watch held back by tardy delivery of material, the Western Chief was only 57 days on the ways.