

SHIP PROBLEM UP TO BUSINESS MEN

Organization for Local Action Is Key to Situation Confronting America.

FILENE SEES WORK AHEAD

E. S. Chamber Commerce Asserts Men Responsible for Affairs of Nation in Peace Must Do No Less in War.

WASHINGTON, D. C., April 26.—The key to the whole ship question is that the business men of the country must know the need for ships; and that they be educated to the idea of ships; that they be organized to force and further the building of ships; and that they become, when so organized, the medium through which things will get done in their several communities, is the statement made today by Edward A. Filene, chairman of the war shipping committee of the United States Chamber of Commerce.

There can be no question of their willingness to help. The most insistent inquiry that comes to Washington is "How can I help? What can I do? Show me the way."

Organization the Key.
The answer comes from the war shipping committee of the Chamber of Commerce of the United States. It calls on every business organization in the country—merchants, manufacturers, shipbuilders, shipbuilding communities—to organize for the carrying out of a well-defined program for local action.

It calls on them to sit with the shipbuilders once a week, and actually go over their problems, to find out just how they can help. It is not at all the same thing as sending a check in order to blanket offer to help, and then sitting back to await the call. That has been tried, and it has failed. The need is for active and continuous assistance, through which the business men of the community seek, without officious interference, to relieve the shipbuilder of as many of his secondary problems as he needs to be relieved of.

For example, the traffic expert of a business association can be of great assistance to shipbuilders in getting materials for their work if he be free to give such help and makes it his first duty to do so.

Transportation Important.
Of capital importance also is the question of training workmen in and from their work. The carlines in many communities are unable to meet the extra load which the influx of thousands of workers has put upon them. Some communities have had to solve the problem by changing the local business schedule by opening stores and shops at earlier hours, in order to workmen a rush hour of their own each morning.

It may even mean that the local business organization must requisition the services of owners of private automobiles to carry men to and from their work. Think of the opportunity there for the shipbuilding community whose business men are organized for action. Think of what it would mean if this were regularly done in the case of the men of the plant saw daily a string of hundreds of automobiles, from fillets to the finest make, waiting to carry them, at constant intervals, in order to relieve the congestion of the streets, so that they might do their work for the Nation to the best advantage. Can one imagine such workmen straggling to their work, or refusing to adjust their differences with their employers through established boards of arbitration?

Housing Problem Serious.
The housing problem is one of the most serious of the war. The Government has just appropriated \$50,000,000 for that purpose. But they will be of no use unless the business men of the community must solve the local problem; unless they are organized to obtain the money and use it for the purpose.

DEEP-SEA FISHING PAYS
Suitable Vessels in Strong Demand; Gas Schooner Tramp Lacks Captain.

HEAVY PROFITS ATTRACT MANY CURRY COUNTY MEN
MARSHFIELD, Or., April 27.—(Special.)—Because many Curry County men believe there are heavy profits to be made in deep-sea fishing this year, the contribution of private automobiles to the war effort is being found in a plan which is now being worked on by the war shipping committee, providing that ship workers, wearing official shipworker's badges, be admitted to moving picture shows and other places of amusement at a reduced price of admission. It is not merely a question of obtaining the price. It is the clear implication that goes with it that the community honors and appreciates the shipworkers as it honors and appreciates the soldier.

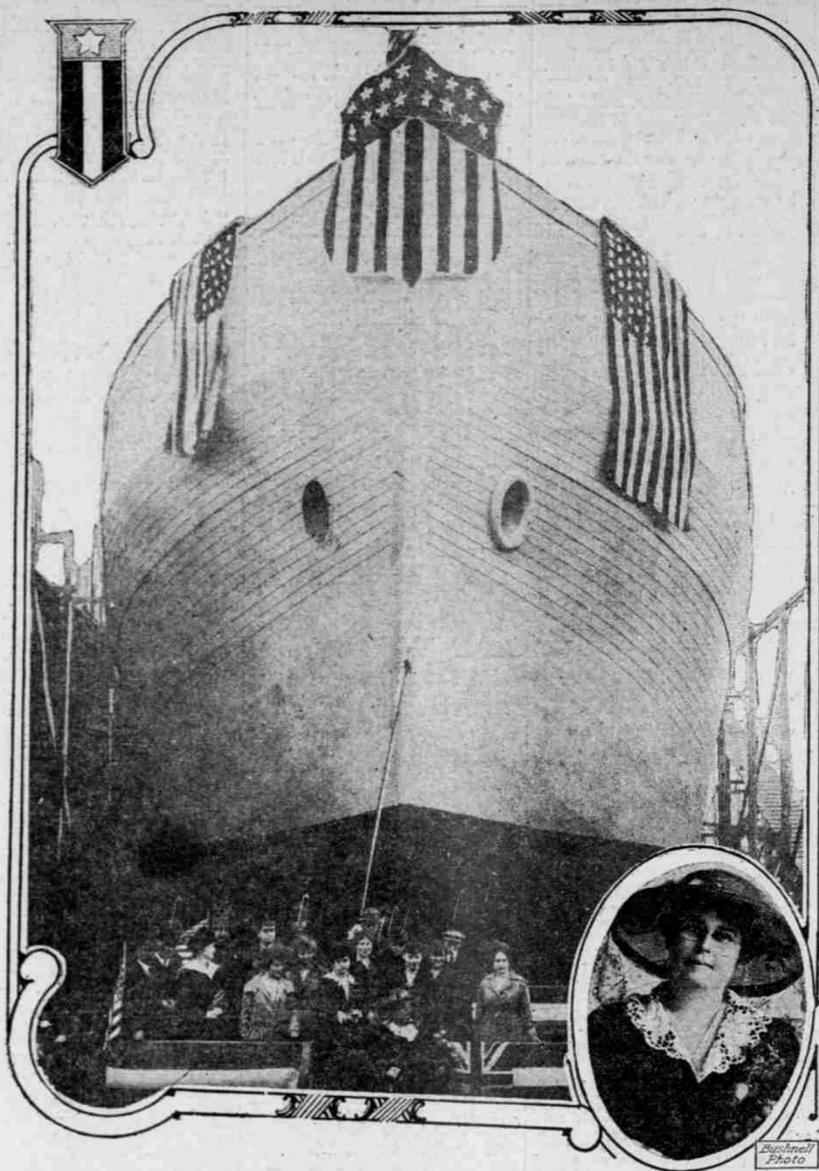
Honor Badges Authorized.
The Chamber of Commerce of the United States, for instance, has issued a special bronze badge for shipworkers. More than 12,000 badges have already been issued and the call for them continues. It is striking evidence of how the men engaged in this trying task react to recognition. A policeman or fireman, for example, can, by virtue of his badge, mount any stretcher without paying a fare. It is a recognition given for clearly defined reasons. His badge carries with it a certain meaning and a certain authority. The principle is the same, though the application may be different.

E. S. Naval Radio Reports.
All locations given are at S. P. M. yesterday unless otherwise stated.
ADMIRAL WELLS, San Francisco for Seattle, 21 miles from Seattle.
ADMIRAL WELLS, San Francisco for Victoria, 100 miles from Victoria.
ADMIRAL WELLS, San Francisco for Seattle, 100 miles from Seattle.
ADMIRAL WELLS, San Francisco for Seattle, 100 miles from Seattle.

RECORD STEAMER DELIVERED
Westgrove, Built in 83 Days, Turned Over to Government.

Notice to Mariners.
The following notices to navigation in the 15th light-house district:
Willapa Bay, Nabotsa channel—Goose Point buoy, T, reported out of position; will be replaced as soon as practicable.
ROBERT WARRACK,
Lighthouse Inspector.

SCENE AT LAUNCHING HELD AT ASTORIA LAST WEEK.



HULL OF THE ASTORIA JUST BEFORE SHE LEFT WAYS. INSERT—MRS. E. W. WRIGHT, SPONSOR.

where freight trains blocked the approach to a shipbuilding plant. In consequence the workers were delayed in getting to work every morning and evening—sometimes as much as 20 minutes. The Chamber of Commerce, which had organized to help the local shipbuilders, took hold of the difficulty and had a bridge over that crossing in record time.

"In still another city a delay of weeks in the installation of electric power necessary for building ships was local within three hours after the local Chamber of Commerce found out from the shipbuilders how they had been delayed.

"So much for the vital facts. They all point to one conclusion that cannot be understood too clearly: Helping to build more ships is the most important war job at this time. The man or organization that successfully helps in this is doing a job which is more important than that of the man with the gun."

SHIP TAKES WATER

Steamer Astoria Is Launched at McEachern Yards.

SECOND BOAT IS ON WAY

Crowning Feature of Ceremonies Is Presentation of American Flag and \$100 Liberty Bond to Mrs. E. W. Wright, Sponsor.

SHIP FRAMED IN 5 1/2 DAYS

Supple-Bullin Workers Complete Job in 44 Working Hours.

MOUNT HOOD MAKES GOOD RUN

Full Motorship Does 10 Knots on Trip to Grays Harbor.

RIVER SERVICE INADEQUATE

O.-W. R. & N. Carries Autos Around Blockade in Highway.

RECORD STEAMER DELIVERED

Westgrove, Built in 83 Days, Turned Over to Government.

Notice to Mariners.

The following notices to navigation in the 15th light-house district:
Willapa Bay, Nabotsa channel—Goose Point buoy, T, reported out of position; will be replaced as soon as practicable.
ROBERT WARRACK,
Lighthouse Inspector.

COLONEL GRAY EXHORTS U. S.

America's All, Says Briton, Must Be Given to Beat Prussia.

After having been in Portland most of the week, speaking to shipyard employes in the interest of the National service section of the Emergency Fleet Corporation, Colonel I. Thord Gray, of the British Army, tarried here before his departure for San Francisco yesterday, to dictate a farewell to the men of the Oregon district.

"It is as follows: 'The martial spirit among you is great; the allegiance to your flag and country which you have exhibited in my presence is most impressive. If every shipyard in the country has the same spirit and determination to fight to a bitter end, the only thing I say is 'God bless Kaiser.'"

"Boys, we are in this war for exactly the same reasons that every allied country is in war, and that is self-defense and self-preservation.

"To prevent the war from coming over to this side of the Atlantic it requires the mobilization of the entire resources of America. All the resources of the state—moral, physical and intellectual—should be at the immediate disposal of the Government in times of war, and here I beg each one of you to help to accomplish this.

"Some of you may not realize that our backs are up against the wall; that we are in a position of extreme peril; that we are in a position to fight and conquer, or submit to Germany—bowing down in servitude for all time under the yoke of Prussian domination. It is up to you to take the necessary steps in the building of ships for transportation of men and supplies.

"The construction of a great merchant fleet and navy is the key to our success in this war. It is the key to our success in the building of ships for transportation of men and supplies.

"I beg to remind you that the supplies absolutely must be forthcoming as needed or our armies and navies, however splendidly trained, regardless of their numbers, cannot oppose the enemy for any length of time and will be forced to retreat and eventually surrender.

"I appeal to you with every ounce of my strength, in the name of every soldier and sailor, to realize the seriousness of our position. I beg you to give no stone unturned in backing the President and the administration in everything. Every man, every woman and child in this country is threatened. Our very existence is at stake, for God's sake, let us put our personal ambitions and political differences aside and get together. Russia will not be beaten on the field of battle; she will be beaten by disintegration caused by Germany.

"Germany knew only too well that America was unprepared for war and could do very little without the supplies of raw materials which she had accumulated here. Consequently she turned all her energy in that direction and swamped the labor field with German agitators and hired traitors to lead and stir up the masses against the Government, thus attempting to make the laboring man an unconscious tool against his own country.

"Let us, therefore, unite and cooperate, so that we can fight to the best advantage and remain a great people. Let us strike the administration in the war with all her material resources, and the sword of Justice is swinging high over Germany—'pouf! revanche.'"

"The fighting on the western front is not as alarming as the possibilities of the Germans striking toward the eastward, crossing the Caspian Sea, and reaching the Persian Gulf, and rousing the natives against the allies, including in their operations in that direction the cutting of the Trans-Siberian Railway, according to a talk Colonel Gray made before the men of the Supple-Bullin Shipbuilding Corporation yesterday morning.

He said they figured if 100,000 Ger-

SHIP HOOD LIKED

Government Interested in Invention of Portland Man.

INTERLOCKING GEAR NOVEL

Consideration of New Work Is Being Urged in Connection With Location of Two Concrete Ship Plants on Pacific Coast.

Providing a permanent mould for the construction of concrete ships—one that can be used as long as the material with which it is built, survives usage and time—is comprised in an invention perfected by Portlanders—James McNamara, of 42 1/2 Burnside street, and his brother, Albert McNamara, residing near Oswego.

Government officials have interested themselves in the device, having learned of it through the patent office, and its consideration is being urged in connection with the location of two concrete ship plants on the Pacific Coast.

The mould or form is so built that when a vessel is completed she is floated by releasing an interlocking gear, so the mould is divided and the pieces of material below floats the completed hull. In the main, the plan is for a submersible pontoon, much like a single drydock section, except that the ends are built up, also that the mould divides in half.

In the form is a recess for the keel. Between the deck above, on each side of the form, and bulkheads below, are storerooms, workshops and the like, also an engine room, where machinery is located for submerging and emerging the pontoon.

In doing the concrete work on ships the sides can be built up with the use of concrete "guns" now in service. Bulkheads of the pontoons are filled with water, and as weight is added in constructing the vessel water is released from the bulkheads. When the vessel is finished the pontoon halves are separated by unscrewing the clamps of the interlocking gear.

In addition to speedy construction, the inventors point out that the use of the same form over and over saves tremendous lumber, which, under present methods, is torn down when the hull is finished and is not used again, except in certain cases that some men are endeavoring to overcome.

The launching is another feature, also the fact the pontoon is free of dependency on all docks and may be moored so as to take on materials from vessels, or at the nearest accessible point.

The Shipping Board is to locate five concrete ship plants in the United States—one at each coast on the Pacific side—and so far it has been whispered San Francisco will draw both of them. However, Portland is making an effort to interest the Government in advantages on the Willamette and Columbia rivers, and arguments are to be presented on the arrival of E. E. Parker, concrete engineer for the Shipping Board, who is to come West next month and view locations.

It is believed that the Government will accept a limited number of applications of high school and college graduates for training in the Portland school. This is an exceptional opportunity for young men, desiring to qualify for officers in the National fleet. The applicants must submit their applications to the United States Inspector of the navy here, to be passed upon by him.

Movements of Vessels.
PORTLAND, April 27.—Arrived—Steamer Atlas, from San Francisco; barge No. 35, from San Francisco; auxiliary schooner Margaret, from Manila.

ASTORIA, April 27.—Arrived at 6:30 and left at 10 A. M., barge No. 93, from San Francisco; barge No. 35, from San Francisco; auxiliary schooner Margaret, from Manila.

SAN FRANCISCO, April 27.—Sailed at 1 A. M., steamer Daisy Freeman, for Portland.

POINT REYES, April 27.—Passed, steamer Hoquiam, from Portland for San Francisco.

SAN PEDRO, April 26.—Arrived—Steamer Rose City, from Portland.

ABERDEEN, April 26.—Arrived at 10 A. M., auxiliary schooner Mount Hood, from Seattle.

GAVIOTA, April 27.—Sailed—Steamer W. P. from Portland.

SAN FRANCISCO, April 27.—Sailed—Steamer Daisy Freeman, for Portland; D. G. Schofield, for Seattle; President, for Seattle.

SEATTLE, April 27.—Arrived—Steamer Astoria, from Astoria; Nonie City, from San Francisco; barge No. 90, from San Francisco; towing, from Seattle; barge No. 35, from San Francisco; towing, from Astoria; for Anchorage.

TACOMA, April 27.—Departed—Louise Niilon, steamer.

ASTORIA, Or., April 27.—(Special.)—Bringing cargoes of fuel oil for Astoria and Portland, the tank steamer Atlas with barge No. 35, left Astoria at 5:30 this morning, for California.

The steam schooner Daisy arrived at 5:45 this morning from San Francisco and went to Westport to load lumber.

The steam schooner Mount Hood sailed at 8 o'clock last evening for San Francisco with lumber from Rainier.

The tug Relief, towing the barge Isaac Reed, is due from San Francisco, en route to Westport.

Pacific Coast Shipping Notes.
SEATTLE, Wash., April 27.—(Special.)—The steamship Duluth, owned by the Duluth Plant, was officially accepted by the United States Shipping Board, following the delivery of the vessel to the board.

The second delivery from the Duluth plant this month, which ties the record of 1917, was made by the Duluth plant, which was delivered in April by the Westover, delivered in April. The Westover delivered in April and commenced loading immediately following her arrival. Captain C. J. O'Brien is her skipper.

The giant Blue Funnel liner Proteus arrived here tonight from Honolulu. She brought 10,000 tons of goods and passengers. She was launched by the Blue Funnel Line at the plant of the Blue Funnel Line at Seattle. The ship was built by the Blue Funnel Line at Seattle.

H. P. Warren, hitherto representative of the Alaskan Engineering Commission in Seattle, has been commissioned a Major in the United States Army and will leave for the East in a few days to join his command.

The headquarters of the eighth Shipping Board district today announced that seven steel steamships of an aggregate tonnage of 60,000 tons have been ordered by the board for Portland and Seattle bulwark during April. The list included five steel ships to be built at Portland.

SAILORS BUY BONDS

Crew of Auxiliary Schooner Margaret Aid Liberty Loan.

NAVAL RESERVE MAN LEADS

Vessel Arrives Home Copra-Laden for Kaola Company, With Extra Shipment of Barrels of Coconut Oil for Eastern Firms.

Fresh from a voyage from the Far East, some of them having made the round voyage from Portland on the vessel, which left here at San Francisco, and proceeded to Manila, sailors aboard the auxiliary schooner Margaret arranged for the arrival yesterday to help in the third liberty loan drive through buying bonds.

It all came about through John Wagner, a member of the Margaret's company, who made an impromptu address on deck, urging the men to help Uncle Sam. Having been at sea for a lengthy period several of the men have considerable due them, and the speaker pointed out that they could make no better provision for the future, and at the same time assist the Government against the Hun, than by investing some of the accumulated wages in the securities.

The Margaret arrived home with 21 in the crew, 15 being whites. The others are Chinese, Japanese and one from Korea. They will not be landed, but the whites were assembled to be paid off at the Custom-house yesterday afternoon. Crews on steamers making Coast ports regularly have taken out liberty bonds and individuals following the sea have subscribed, but it is the first case observed here in which seamen returning from foreign lands have been impromptu by one of their own number to invest. John Wagner, a member of the United States Navy Reserve, and a full-fledged American.

The Margaret is berthed at the Fifteenth-street municipal terminal, and will begin discharging a cargo of sacked copra there tomorrow. The copra is for the Kaola Company, of Portland, and an extra shipment of barrels of coconut oil is to be forwarded to the East. The Margaret is the second vessel of the original fleet of eight auxiliary schooners built by the McEachern Ship Company at Astoria. The vessel reached the Columbia River Wednesday after a voyage of about 21 days from the Philippine harbor, and, on being discharged, will load lumber.

BARBENTINE BURNS AT SEA
Koko Head, Owned at San Francisco, Lost but Crew Is Saved.

SAN FRANCISCO, April 27.—The barkentine Koko Head, bound for Cape Town from Manila, has been burned at sea 180 miles southwest of Java Heads and the crew of 14 landed at Sumatra after having been at sea in open boats six days, according to advices received here today.

The Koko Head, 2600 tons, was owned by Hind, Ralph & Co., of San Francisco, and was fully insured for its estimated value of \$200,000. The fire was supposed to have resulted from spontaneous combustion in the cargo of opium.

No sailer on the Coast is better known among mariners of the Columbia River district than the Koko Head, and the first part of the voyage that ended in disaster was a regular one. She loaded a lumber cargo at Prescott and sailed from there October 9, 1917, getting away from Astoria five days later. She was registered at Seattle at the South African port February 19 and on discharging her lumber proceeded to Manila. The Koko Head was a vessel built at Oakland, Cal., in 1902, and owned by Hind, Ralph & Co. She had a length of 221 feet, beam of 42 feet and depth of hold of 17 feet.

WELLS TO BE FULL SAILER
Ship at St. Helens Yard Not to Have Auxiliary Power.

One of the new fleet of wooden vessels under construction on the river is a full sailer, the J. W. Wells, which the St. Helens Shipbuilding Company has under way. The vessel is laid down and having the same name as the auxiliary schooner fleet built there, the City of Portland, City of St. Helens and City of Alford, which are being built at the plant of the Wells company and is to be a three-masted, there being the lower hold between deck and an upper deck. The vessel will be completed at the plant of the Wells company and is the first ordered by them without machinery.

The vessel will be schooner rigged, a regular "fore and aft," and will be in the water before Summer is well along. The hull is about half finished and will be on the stocks when the fishing touches will be applied in short order. The company has two Ferris ships nearing completion for the Government and has contracts for two others.

Marine Notes.
C. D. Kennedy, in charge in Oregon of the division of operation of the Shipping Board, and having the latter has been supplying the vessels being finished here, says that the work of his department is rapidly being completed. The vessels are being made to take care of the big fleet of wooden steamships that are being built at the plant of the Wells company. An official inspection of the new \$800-ton steamer Westampton is to be begun tomorrow by United States Steamship Inspector Edward W. Ryan. She was launched February 15 by the Northwest Steel Company and is being completed at the plant of the Wells company. The river steamer Georgia Burton and Annie Collins are also to be inspected tomorrow.

San Francisco advices are that Captain T. J. Magenn, "the poet of the Pacific," who for years has been in charge of the steamer Breakwater, has been signed on the liner Ross City, relieving Captain Clyde. The Ross City is a steamer called by the Navy, in which he holds a commission as Lieutenant-Commander. It was during his service here that Captain Clausman, who has been chief officer of the Ross City, would be relieved by the Navy, also.

According to reports from Eureka the work of salvaging machinery from the steamer Easton, which was wrecked in the California run, is being carried out with dispatch. The machinery has been removed and is being hauled up the beach, and will be floated from Humboldt Bay. The work is being done by Chinese for installation in a vessel on the other side. The engine and machinery will be taken out, and salvagers are under way to dissect and save the steel, which is being seven-eighths-inch material.

Captain J. J. Murray, Chief of Police at Corvallis, is a member of the new volunteer tender Shepherd Point, launched yesterday at Vancouver by the Motorship Construction Company. He will leave with the vessel in a few days for Corvallis, where she will be operated by the Canoe Pass Tackling Company.

One man "doing his bit" these days is Captain Andrew Hobbs, veteran shipmaster, and one of the best-known marine surveyors on the Coast, who is assisting in loading Government vessels here. The work is under the division of operation, of which C. D. Kennedy is the head. He, with Captain Jack Steier as port captain,

Tides at Astoria.
High. Low.
2:29 A. M., 8.8 feet; 9:40 A. M., 0.2 foot
5:34 P. M., 6.9 feet; 1:19 P. M., 3.3 foot