

SMALL HOPE SEEN AT WASHINGTON IN WOODSHIP FUTURE

Oregon Yards Will Stand Better
Chance if Converted Into
Steel Works, Is One View.

EX-GOV. WEST GIVES DATA

President, However, Not Expected
to Interfere With the Plans of
Schwab in Work.

Washington, April 27. — (WASHINGTON BUREAU OF THE JOURNAL).—The signs of the times for wooden shipbuilding are not good. This is the atmosphere of official Washington and the shipping board today. Official comment is scant, but the shadow of steel is creeping over farther and farther.

Word is given Senator McNary by Vice President Piez of the emergency fleet corporation that the conversion of wooden yards to steel along the Columbia would be a welcome development. Formerly Mr. Piez was general manager for the fleet corporation, a position which was absorbed with the advent of Charles M. Schwab as director general of construction.

Small Ships Not Wanted
Mr. Shewab is believed to be now the directing hand when the direction of future construction is considered. If he shows any favor to the wooden ship there will be much surprise. The shipping board has committed itself in certain respects, and it is unlikely that wooden construction will be cut off abruptly. But it is well settled that no more 3500 tons ships are wanted, and doubt is thrown upon the ability of a 4000 or 5000 wooden ship to meet the requirements of service on the high seas.

The shipping board is committed as to contracts only to keeping busy the yards which are already at work on government contracts. This does not include yards in which unfinished requisitioned ships are being completed. There is also forecast the abandonment of wooden ship construction on the Atlantic and Gulf coasts, for which timbers must be supplied from the Pacific Northwest.

President Gets Information
There is possibility, however, that some of the yards equipped for building wooden ships, which have never received government contracts, may receive contracts if they turn themselves into steel yards. One such proposition has already been submitted by Senator McNary, and the shipping board officials appear to be interested in it.

President Wilson has been given the Northwest view in the letter which ex-Governor Oswald West of Oregon sent to the White House a few days ago. The letter was sent at the request of the president's secretary, who was interested in what Mr. West told him about the situation, and promised to bring the matter to the attention of the chief executive if presented in written form.

The president is struggling with a variety of vast problems and he would doubt hesitate to interfere with shipbuilding plans laid out by men specially chosen for that work, who spend their days and nights with it. At the same time it is thought that the president may drop a word to his advisers to overlook no part of the shipping problem which will add to the fighting and feeding capacity of the nation.

Mr. West Sends Letter
Mr. West in his letter said:
The impression has been given out the emergency fleet corporation is utilizing to the fullest extent the facilities of all wooden shipyards in the United States. This, however, is not in accord with the facts. Representatives of reputable concerns operating wooden shipyards on the Pacific Coast have been sitting on the door step of the shipping board for weeks and months, in an endeavor to secure first contracts for the construction of wooden ships for this government, or second—the privilege of constructing ships for the allies.

Numerous excuses have been offered by the board for not taking favorable action upon these requests, among them:
First—Shortage of ship timbers.
Second—Shortage of boilers and engines.
Third—Shortage of labor.

For your information I wish to say that the Southern shipyards, having fallen down on their contracts, owing to their inability to secure in the South the class of timber called for in the specifications, the mills in the Northwest were called upon to relieve the situation. The mills of Oregon and Washington have not only met this demand, but have taken care of the needs of the shipyards on the Coast and stand ready to meet any further demand created through the letting of contracts for additional ships.

Letters received by representatives of Oregon shipyards from officials connected with the emergency fleet corporation show there is no longer a shortage of boilers and engines.
The reports of government officials, the statement of heads of labor organizations and shipbuilding concerns, show there is no lack of ship labor in the Northwest.
Oregon has been among the foremost in enlistments and Liberty loan and Red Cross subscriptions; labor and capital have been prompt to respond to every request, and our people cannot understand, when there is such an urgent demand for ships, why a number of her yards and ways should be permitted to stand idle.

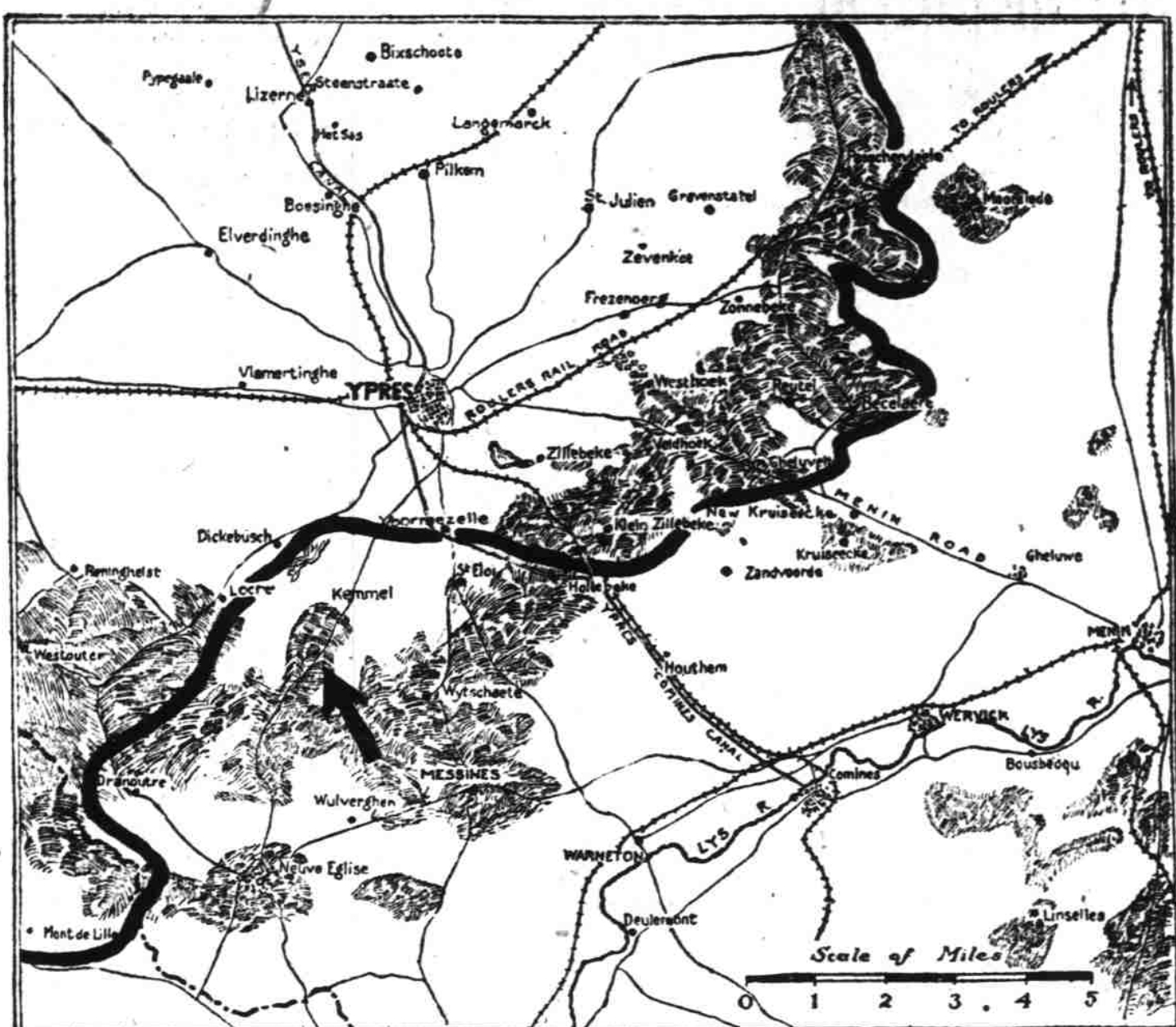
If the emergency fleet corporation does not take kindly to wooden ships, it should frankly say so and issue such unrestricted permits to the allies as will permit them to use the yards now seeking contracts.

**OREGON MEN ALL VOTED
FOR \$2.50 WHEAT PRICE**
Washington, April 27. — (WASHINGTON BUREAU OF THE JOURNAL).—All members of the Oregon delegation in the house voted for a \$2.50 government guarantee on wheat, voting to agree to the Gore amendment to the agricultural appropriation bill. The Oregon senators had previously lined up the same way.

The far west voted for \$2.50 almost as a unit. The exceptions were in the California delegation, which went the other way, and Roberts of Nevada, California, once a leading wheat state, now produces little, and Nevada practically none.

Thus the story was told all over the

MAP SHOWING THE STRUGGLE FOR YPRES



Ypres, important for sentimental rather than military reasons, is the goal of the Germans in Flanders. Ypres has never been taken by the Germans, it marking the final stand of the British in Flanders during the first campaigns of the great war. The Germans are now within two miles of it, on the south, having captured Kemmel hill, the town of Kemmel and the little village of St. Elloi, on the road running from Ypres to Wytschaete. The heavy line shows the approximate position of the German advance about Ypres, the Germans having advanced considerably to the west just south of the city.

country. Congressmen from the large cities, with few exceptions, voted against disturbing the price which the administration has already fixed, and so did most of the members from New England and the cotton states. The corn states of the middle west also furnished a share of the majority against raising the price. The vote was 127 to 180.

The division of sentiment was not in the least on party lines. Wheat state Democrats and Republicans alike favored the Gore amendment, but wheat districts are in the minority. Only five members from large cities voted for it, and three of these, McArthur of Portland, Or., Van Dyck of St. Paul, Minn., and Dill of Spokane, Wash., are from cities which are themselves vitally interested in the production and marketing of grain.

Canned Goods Rates Approved
Washington, April 27. — The interstate commerce commission has approved advanced rates without formal hearing, on canned goods in carload lots from points in Oregon, Washington and Idaho to points in Manitoba and Ontario which, it is stated, will place these rates on a parity with rates on the Canadian lines from Vancouver, B. C., to the same destinations.

Splendid Program At Y. M. C. A. Today

That from the standpoint of entertainment the meeting in the Y. M. C. A. auditorium at 3 o'clock this afternoon will be one of the best this year was announced by Barclay Acheson, head of the Y. M. C. A. service department, Saturday. The address will be delivered by Professor Norman F. Coleman who will relate some of his experiences at the American Lake cantonment.

The musical features will be presented by the DeMoss Family, well known concert entertainers, who have recorded successes at each of the world expositions for a number of years.

The family consists of George and Henry DeMoss, Mrs. George DeMoss, Elbert and Homer DeMoss and Miss Mabel Bertson, reader and pianist. Program numbers will include vocal solos, duets and quartets and instrumental selections on piano, banjo and guitar together with hand bell ringing. Admission is free to men.

Von Bredow to Be Interned
Los Angeles, April 27. — (L. N. S.)—Hans J. von Bredow, former German army officer, declared by army intelligence bureau officers to have used an employment bureau here in attempts to place German spies in army camps, cantonments, hotels and rooming-houses in the guise of waiters and cooks, will be interned.

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| 1 Small Style Ernest Gabler..... | \$150—Terms |

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M'NARY BILL WILL ENLARGE SCOPE OF CRATER LAKE PARK

Oregon Senator Proposes That
Boundaries Be Enlarged to In-
clude Nearby Interest Points.

PLENTY OF ROOM FOR CAMPS

Improvements Would Not Be
Made Until After War but
Preliminary Work Is Needed.

Washington, April 27. — (WASHINGTON BUREAU OF THE JOURNAL).—The chief natural features which will be added to Crater Lake national park if Senator McNary's bill to enlarge its boundaries becomes a law are Diamond lake, Mount Bailey and Mount Thielsen, known as "the lightning rod of the Cascades."

One handicap of the Crater Lake park long recognized by many of its friends is that it has a restricted area, without enough inducement for the

tourist to linger. The visitor, after riding many miles to reach the park, takes only a look and in a day or two is gone. This is true even of the visitor of leisure, because he finds little invitation to remain longer.

If the park is enlarged to the north to include Diamond lake, that can be made a center of interest. There will be plenty of room for camping, and the plan of the park officials contemplates the use of a considerable tract for free camping grounds. The national park service has already outlined plans for a road from the rim road around the lake to circle Diamond lake.

Improvement to the full extent cannot be expected until the close of the war, but if the McNary bill is enacted, the preliminary work will be laid out ready to proceed, including the proposed road to Diamond lake and water and sewer systems at the camping grounds, which will give the same conveniences the tourists like so well at Yellowstone, Glacier and the Yosemite.

The McNary bill would add about 150 square miles to the park area. It takes no private holdings, very little grazing ground, and is framed not to interfere with use of the range lying east of the present park.

Fruit Juices Introduced

Washington, April 27. — (WASHINGTON BUREAU OF THE JOURNAL).—Carrying the gospel of Oregon products to his colleagues, Senator McNary a standard periodicals that these publications will go beyond the reach of the masses, and that this will tend to sectionalize the people in thought.

Advocates of the zone system assert that the big periodicals will evade any large increase in rates by making shipments in bulk by freight or express to distributing centers far from the

it may secure a good hold on the market if properly introduced and distributed.

Several cases of the loganberry product and some of the apple variety which the senator had secured, quickly disappeared down the senatorial throats. The press gallery also received a share, and appreciative notices appeared in several eastern newspapers, noting particularly the fact that a berry known as the loganberry grows prolifically in the Willamette valley.

Mrs. Brown Gets New Home

Washington, April 27. — Mrs. William G. Brown, widow of the late Congressman Brown of West Virginia, formerly Isetta Jewell, at one time a stage favorite on the Pacific coast, has become the owner of a handsome residence in this city, presented by her mother, Mrs. Jewell Kenney of St. Albans, Long Island, N. Y. She will make the place her home.

Zone Postage Rate Protested

Washington, April 27. — (WASHINGTON BUREAU OF THE JOURNAL).—The parent-teacher association of Eugene, Or., has forwarded a protest against the zone system of rates on second class matter, on the plea that people far from the publishing centers may be required to pay so much for standard periodicals that these publications will go beyond the reach of the masses, and that this will tend to sectionalize the people in thought.

Advocates of the zone system assert that the big periodicals will evade any large increase in rates by making shipments in bulk by freight or express to distributing centers far from the

home office, or in some cases adopt the plan of printing at branch offices in different parts of the country.

Transfer Watershed Land Is Plan
Washington, April 27. — Congressman Hawley has introduced a bill to transfer to the Crater national forest lands of the Oregon & California grant which the city officials say are needed for protection of the city watershed. Part of these lands, it develops, are classified as agricultural and included in the lands opened to settlement in May. Whether the introduction of the Hawley bill will be sufficient to withhold these lands from settlement is an unsettled question, but the department has intimated that it will withhold lands "affected by pending legislation."

To foil automobile thieves an inventor has patented a metal curtain to be drawn down behind the windshield and locked, preventing them from seeing to drive a stolen car.

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