

GREAT GUN PLANT TO COST AS MUCH AS REST TOGETHER

Government Has Completed 15 Factories and Has Another and Biggest Under Construction.

PRIVATE GUNS EQUAL BEST

Official Statement Is That Plants Changed Over Are Doing Work as Good as Those in Europe.

Washington, Aug. 3.—(WASHINGTON BUREAU OF THE JOURNAL.)—Fifteen gun plants for forging and machining light and heavy artillery have now been completed by the ordnance department of the army. The sixteenth factory, which will cost nearly as much as the other 15 combined, located on Neville Island, in the Ohio river, near Pittsburgh, Pa., is under way.

The government has spent \$34,768,297 on the 15 completed plants, and will put about \$30,000,000 into the Neville Island plant. Construction of the plants was begun in July, 1917, for what was practically a new industry. A small amount of ordnance was then made at government arsenals and at two private steel plants, Bethlehem and Midvale. The output of the latter was consumed almost entirely by the navy.

These cannon plants are all erected by private firms with money advanced by the government. None is farther west than Chicago or farther south than Baltimore, all in the land of steel. The locations are Erie, South Bethlehem, Oakmont, Pittsburgh, Burnham and Philadelphia, Pa.; Rochester and Watervliet, N. Y.; Bridgeport, Conn.; Gary, Ind.; Columbus, Ohio; Chicago, Ill.; Milwaukee and Madison, Wis.; Detroit, Mich., and Baltimore, Md. Cannon Equal to Any

Workers at all the plants, including the ones not fully completed, are now turning out cannon or forgings for guns ranging from 1/2 to 10 inches, taken mostly from factories which had been employed in various kinds of casting and machine work, from railway equipment to machine tool making.

While all these plants were new at producing ordnance, it is officially stated that the guns being turned out are equal to the best guns of France and Britain. They are hastening the day when the American army can be completely equipped with American guns. One of the biggest housing plans of the government is for the war workers in the steel plant and ordnance works at Bethlehem, Pa. Between 1200 and 1500 houses will be constructed on a tract of 300 acres across the river from the steel plant, no closer location being available.

The government will here establish a little city of its own, having awarded contracts for construction of sewers, electric light plant, water supply, streets and sidewalks. Later it will build stores, a moving picture theater, and a recreation building, joining with local authorities in new school buildings.

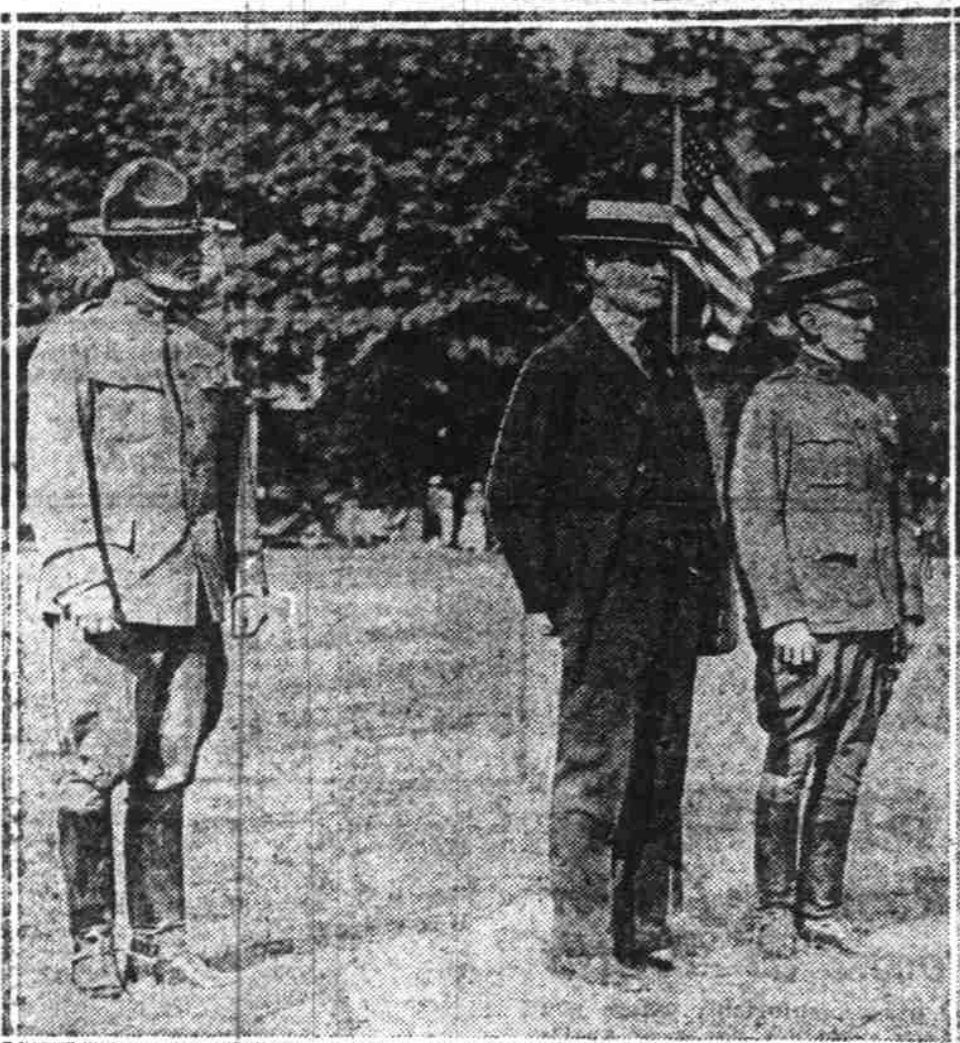
Recreation Rooms
The houses are to be of brick, in rows of four and six, with lots 40x100 feet. The houses will have five and six rooms each. It is said there are 7000 sets of household furniture in storage in the town, waiting for houses to be occupied.

In addition to these plans of the industrial housing corporation at Bethlehem, it will build a men's club room close to the steel corporation plant, in a district now devoid of recreation aside from the saloons. Also, the ordnance department will provide a dormitory of 1000 rooms, in another section of the town.

Soldiers in active service can be depended upon to wear out over eight pairs of light wool socks and six of the heavy variety in a year. Wool trousers last a little over six months, hats something over seven months and shoes about five months. This is the estimate compiled by the Quartermaster general from opinions given by a large number of officers.

The war industries board has fixed maximum prices for New England spruce lumber, on a schedule which will run to November 1. The prices run from \$48 to \$60 a thousand for specified lengths of 20 feet and under, on the basis of freight paid to Boston, with \$1 per thousand added for every two feet beyond 20 feet. Random lengths are priced from \$38 up. The general scheme is closely parallel to the price fixing plans agreed upon with the lumbermen in the south and the Pacific Northwest in June.

SPRUCE DIVISION REVIEWED



Left to right—Lieutenant Colonel Van Way, commandant at Vancouver barracks; John D. Ryan, director of aircraft production, and Colonel Eric P. Disque, in charge of airplane spruce production in the Pacific Northwest, reviewing the soldiers in the spruce division at Vancouver barracks.

1917 WAS BEST YEAR IN SOUTHERN PACIFIC HISTORY, SAYS REPORT

President of Road Shows Increase of 38.70 Per Cent in Net Income Over 1916.

The year 1917 was the most successful in the history of the Southern Pacific company, according to the thirty-fourth annual report of Julius Kruttschnitt, chairman of the executive committee of the board of directors of the company. The net income of the company for the year was \$19,418,583 compared with \$13,982,513.96 for 1916, an increase of 38.70 per cent.

The gross operating revenues of \$131,971,492.57, an increase of 17.50 per cent over the previous year by \$20,544,066.52 and were the largest on record. Industrial and military activity as a result of the war increased passenger revenues 22.28 per cent and freight traffic revenues 17.92 per cent. Economy of operation, and general efficiency offset the great increase in price of fuel, material and supplies, which were as follows:

Increase in price of fuel, \$ 8,190,000
Increased price of other material, 8,690,000
Increased wages due to advance law, 1,711,000
Other increases in wages, 3,389,000
Total, \$14,980,000

An interesting feature of the report is that of the net revenue of \$73,369,566.72 from railway operations, railway tax accruals consumed \$12,792,176.17 or 18.80 per cent, and of each dollar of the increased net revenue over 43 cents went for increased taxes. The total increase in taxes was over five and one half million dollars.

Reviewing the achievements of 22 years, the report says that 1917 found the Southern Pacific with the spirit, discipline and of its working organization, the physical condition of its property and the safety of operation at a higher standard than ever before attained. In the ten years ending December 31, 1917, the company transported 422,000,000 passengers with but one fatality in a train accident.

Exercise of great care in purchase and inspection of rails and other material and equipment have resulted in a great saving during the ten year period just past, compared with the record of previous decades. Due in a measure to more careful loading, 10 per cent more gross miles per pound of fuel consumed, 45 per cent more ton miles per freight car, and 85 per cent more ton miles per freight locomotive owned, were saved in 1917 than in 1900.

Twins, 80, Celebrate
Sparta, Wis., Aug. 3.—(I. N. S.)—George B. Hall, of this city, and William G. Hall, of Parkers Prairie, Minn., twins, recently celebrated their 80th birthday anniversary here.

TROUT RAISING IS URGED AS MEANS TO EXPAND FOOD SUPPLY

State Biologist Says Cost Practically Nothing Once Fish Pond Is Started.

Trout raising to increase the food supply of Oregon is being urged by State Biologist William L. Finley, who says that the propagation of this same fish is easier than raising chickens, and if put on a commercial basis, more profitable. He believes that as a result of the war one of the great natural resources of the state may be developed and instead of waste land, swales and swamps may become trout ponds, returning annual revenues at little cost and furnishing no inconsiderable food supply.

"We are urged by the government to raise some chickens. Why not also, if we have places that are adapted to such purposes, raise more fish?" is the way Mr. Finley puts it. "And I assure you that it is just as easy, and the cost, after you have prepared your pond, is less than that of producing poultry. I think every Oregonian with a spring branch on his place should have a trout pond. And he will, when he sees how profitable and successful are those that have been established. The time should come, and I believe it will, when the ranch trout pond will be as ordinary, in those well watered districts, as the chicken yard, and of the two the trout pond may become the more profitable."

After the trout pond is started, there is little or no cost. From the Oregon fish and game commission may be obtained fry in quantities needed, at the nearest railway station.

J. C. Porter of Hood River, owner of one of the largest east side orchard places, is an exponent of the home trout pond. Mr. Porter utilized a box on his ranch. Now he has fresh trout for breakfast whenever he desires them. Some of the residents of that city, across whose home lots flow spring branches, have provided themselves with fish ponds, and despite their limited confines they report their efforts successful.

And there is another side to trout raising, the commercial aspect. Fresh mountain trout are always in demand by city restaurateurs. H. C. Elliott of Wyath derives a fair sized income from a private trout pond. Mr. Elliott gets from 75 cents to \$1 per pound for his fish, live weight.

In addition to giving fry for starting trout ponds, the commission will purchase eggs of the trout raiser and will buy back his adult fish, if he wishes to dispose of them.

The past can never be undone. The food you should have conserved will never reach a hungry mouth.

DIRECTOR RYAN INSPIRES FAITH IN BATTLE PLANE

New American Aircraft Product of Coordinated Effort and Material From Far Off Places.

SWIFT PROGRESS IS MADE

Splendid Organization Enables Quickened Production and Assembly of the Necessary Parts.

By Marshall N. Dana
Everybody in the Northwest, of course, has long known everything there was to know about airplanes. For instance, an airplane is a man-made bird principally composed of spruce. Since all the authorities have said the war is to be won in the air and since we live in the only part of the country where nature principally duces regular Hun-defying spruce, the winning of the war almost from the beginning has been largely in our hands. Who would wonder, then, that we were a bit wistful with the pride of responsibility?

Why, when the Kaiser some cataclysmic morning in Germany arrests his head out of a royal window of the imperial palace in Potsdam and sees an American bombing plane hovering close, we have been expecting him to be equal as exclaiming, "Dot Oregon, she does fly mit her own wings!"

But here came John D. Ryan, who is only getting a dollar a year salary from the government as director of aircraft production, last week, and gave us to understand that airplane assembling is an international proposition.

"The tribes of Africa, the states of Central America, the islands of the sea, the iron and copper mines, the automobile factories and the spruce forests of the Northwest must all be drawn upon in order to assemble an American airplane," he said. (I am quoting him from memory, but believe that I have enumerated practically all the points of the compass that he mentioned.)

The African blacks came in with mahogany for propellers. Down in Central America, before mahogany logs could be loaded aboard ship, toys had to be sent to the children to increase the morale of the natives, and a fleet of steamboats had to be built in order to float the logs down river. When it began to appear that the supply of propeller mahogany would run short, the Boy Scouts of the east evolved the novel idea of cruising through the woods, marking and reporting all the walnut trees they might find.

Boy Scouts Serve
"The plan is proving successful," said Ryan. "The boys found on one estate 550 trees. The owner came to us and lighted that he could render such substantial service to his country. 'Take them,' he offered with tears in his eyes. 'Take them by any means you can. Don't mind the damage to my property and I won't take a cent for them.'"

One of the greatest of world shortages is in the linen supply. When the receipts from the Irish linen mills dwindled, the government began experimenting with fabrics woven from the bountiful supply of flax raised in Oregon. It has produced, finally, a cotton cloth for airplanes," said Director Ryan, "that many authorities believe to be as good, if not superior to linen."

The Liberty motor as the joint product of the nation's best engineers, has been frequently discussed, but the director of aircraft production called attention to a new feature. The manufacturer, Detroit, has been much curtailed in order that the factories may speed up Liberty motor manufacture.

"The aeronautical engine," he observed, "is as much superior to the finest automobile engine we know anything about as the Swiss watch is superior to the Waterbury. The Liberty motor is not 100 per cent perfect. But it is the best motor for fast work and for heavy work on either side of the war."

Great Britain has requisitioned 17,000 Liberty motors; France, 9000, and Italy 5000—altogether 50,000 Liberty motors are on order, stated Mr. Ryan. Production is speeding up. In May it was at the rate of 150 Liberty motors a week; in June, 250 a week; in July, 400 a week and during August it will be 500 a week. By November or December, the aircraft director anticipates that the maximum plane of production of Liberty motors will be reached. The big bombing planes will be built in this country; the smaller scout planes will be built principally in the American factories on the other side.

America's Battle Plane
Director Ryan's description of the battle plane that will be sent against the Germans, says by next spring or summer, was a thriller. "It will carry from two to four Liberty motors of 400 horsepower each. The means more power in an airplane than you are putting into the 3500-ton ships being launched on the Columbia river. Such a plane will carry eight or nine men, a dozen machine guns, 4000 or 5000 pounds of explosives. It will have to be able to operate 1200 to 1500 miles and back. It will weigh 30,000 pounds, 15 tons.

The aircraft production division knows it can build such airplanes and that American aviators can fly them. Berlin will yet be bombed.

What did Director Ryan find in the Northwest spruce belt? "I have traveled 1000 miles through this section," said he. "I have seen the work in the logging camps and in the mills. I have seen railroad construction under way to reach the spruce. I have been through the wonderful cut-up plant at Vancouver. I am firmly convinced that the spruce division is in good hands. Colonel Disque and his organization seem to have the good will and support of the business elements and of the men who work with their hands. The magnificent organization of the Loyal Legion of Loggers and Lumbermen has done finer work in the promotion of war purposes than anything else I know. There are no slackers among you. If there were you would drive them out of the country. The loggers and soldiers are doing magnificent work under Colonel Disque. I am confident that we will get the vital necessity, spruce, in the quantity, quality and time required."

Director Ryan left one final thought. "What are we building airplanes for? To win the war. Our boys deserve the best aircraft that brains and money can build. We will make mistakes because we are one division of the war dealing with an unknown quantity. But we won't make the mistake of falling down in production. We won't try to produce something so good that we won't build anything."

EVANGELIST WILL HEAD SALVATION ARMY DRIVE



John M. Linden, who will promote Salvation Army campaign in Oregon.

SALVATION ARMY WAR DRIVE WILL BEGIN AGAIN IN SEPTEMBER

Evangelist Linden Tells of Splendid Work That Is Being Done by Organization.

Dr. William Wallace Youngson, general of the Salvation Army War Service drive for \$50,000 in the state of Oregon, \$25,000 of which was raised in the city of Portland last winter, announces that the remaining \$25,000 will be raised throughout the state in a campaign which will open the third week in September. The organization which so successfully conducted the city campaign will manage the state campaign, Dr. Youngson being the general, O. C. Bortmeyer, office manager and William Ladd, treasurer, with Evangelist John M. Linden of the Billy Sunday party and formerly pastor of the First Baptist church of Oregon City, as campaign manager. Mr. Linden, who is a Chicago man, is taking his vacation by helping the Salvation Army with its war work. "I was in Camp Lewis last week, at the opening of the Salvation Army's new hotel," said Mr. Linden. "Just as the Salvation Army is a little different from any other organization, so its institutions and its hospitality are different. The building is magnificently equipped and the care and comfort of

the men is carefully looked after, but the unique thing is that the Salvationists have not forgotten the women, one floor of sleeping rooms are set aside for the wives, mothers and sweethearts of the men, unfortunately there are but 17 of these rooms and it is needless to say that if there were 100, they would be filled constantly. Twenty-five per cent of the money raised in this campaign, goes to the erection and maintenance of such houses of cheer and hospitality and the other 75 per cent goes to service overseas, where the Salvationists minister to the needs of the soldiers nearer the front line trenches than any other organization."

The war work of the Salvation Army is approved by the United States government, the leaders in the army and by the Council of National Defense and the state drive will be conducted by the county chairman of the latter organization, they having been appointed by John K. Kollock, executive secretary of the Oregon division of the Council of Defense, 211 Corbett building. Three assistant campaign managers, one for the Western, one for Central and one for Eastern Oregon, will be appointed soon and they will cooperate with the 36 county chairmen in raising the fund.

Man Almost Blind Sees Sun's Eclipse

Pasadena, Aug. 3.—(I. N. S.)—The happiest man in Southern California today is G. Frank Otis, a former astronomer. Despite the fact that he was practically blind, Otis, accompanied by a number of other astronomers, went to Selama, Colo., in the hope of viewing the recent eclipse of the sun. He was overjoyed when he was able to view the sun's corona during the eclipse. His sight has been gradually improving since that date.

SALMON EGG TAKE ON UPPER WILLAMETTE IS GREATEST IN HISTORY

First Fish Lead at Oregon City Is Having Wonderfully Beneficial Effect.

The salmon egg take at the upper Willamette, McKenzie and Santiam stations of the Oregon fish and game commission will be greater this year than ever before, according to Carl D. Shoemaker, state game warden. This is directly due to the fact that the first lead to the \$10,000 fish ladder at the Oregon City falls has been completed, and has permitted a larger run of salmon this year than ever before.

The steps of the ladder are so easy that salmon swim through the opening instead of jumping, and 350 have been counted going through in one hour, an average of about 200 fish an hour being maintained during the run. Less than a score of dead salmon were found below the falls during the period of the run, despite stories to the effect that tons of the fish were dead or dying below the falls. The game warden asserts these stories are put out by people interested in abrogating the deadling on the Willamette river and in order to foster a sentiment for future legislation against regulation of commercial fishing in that stream.

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\$6.85

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Thief Victim of Joke
Topeka, Kan., Aug. 3.—(I. N. S.)—Someone broke into the desiccating and scavenger plant here and stole an ancient horse that was to have been killed the next day.