

JOBS OF FIGURING UP ITEMS SPENT ON SHIPS IS BIG

Shipbuilders Take Steps to Estimate Amounts Spent on Keels Laid on Unfinished Ships.

24 CONTRACTS AFFECTED Government May Be Asked to Reimburse Shipyards to Maximum Amount of \$4,800,000.

Oregon wooden shipbuilders who unshipped contracts aggregating about \$14,000,000 have been cancelled by the United States shipping board.

At the meeting of the Oregon Wood Shipbuilders' association Friday night the whole question was discussed and definite plans for instituting a careful search for all items of expense were adopted.

Under the ruling of the board of trustees of the shipping board, the builders will be reimbursed up to \$200,000 on each keel, the contract for which was cancelled after waiting for some definite word from the federal shipping authorities as to the policy of resuming operations on the cancelled contracts.

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That the work of checking up on all materials and labor costs incurred in anticipation of proceeding with the contracts in hand will be difficult and one requiring the most expert skill, is admitted. In some cases yard owners have their yards well stocked with materials which were to go into the new ships.

According to Statistician Captain H. E. Mitchell of the Oregon division of the Emergency Fleet corporation, 24 government contracts for wooden ships were cancelled.

Estimating the cost of each hull at \$600,000 the total valuation would be \$14,400,000. On the basis of the reimbursement builders would receive up to the maximum sum of \$200,000 for each vessel, or a total of \$4,800,000.

Following is a list of the cancellations by contract for each yard: G. M. Steamer Kaskas, from Seattle; G. M. Steamer Kaskas, from Seattle; G. M. Steamer Kaskas, from Seattle.

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ing to telegraphic word received by Dorsey B. Smith, manager of The Journal travel and information bureau. The ship is 400 feet long and has a beam of 68 feet. She has a gross tonnage of 16,000.

35 SHIPS FOR GOVERNMENT Portland Builders to Deliver Many Vessels Before February 28.

Nearly two score of vessels, mostly wooden ships, built for the United States government, will be turned over to the federal authorities at Portland by their builders before February 28, it was announced by Lieutenant Jones of the sea service bureau Friday.

The work of manning ships with crews is proceeding as fast as the vessels are formally delivered, and after the regular delivery schedule. The ships to be delivered are: December 21, Cabaza and Latoka; December 23, Ashburn and Medford; December 24, Aiken; December 25, Kanakee; December 26, Cabura; December 28, Kokomo, Makanda and Belding; December 30, Awensdau; December 31, Callabassas; January 1, Alimwell; January 2, Belding; January 3, Muskego and Fort Scott; January 10, Blue Eagle; January 12, Fort Stevens; January 15, Clackamas and Benvola; January 17, Wabaki and Fort Hill; January 19, Fort Smith, Maratanza and Caplines; January 20, Kangi and Cotteral; January 21, Cresap; February 3, Anthera; February 15, Wanau; February 20, Oshya; February 28, Klamath; indefinite, Bellerock.

Ruby's Captain Is Arrested Seattle, Dec. 21.—(U. P.)—Charged with disposing of the portion of his vessel's cargo of mining supplies without reporting to the owners, Captain D. S. McAlpine, master of the power schooner Ruby, who abandoned his ship at Seaside, Alaska, September 28, was arrested Friday by Deputy United States Marshal A. Rocks.

Steel Steamer Launched Tacoma, Dec. 21.—(U. P.)—With the launching here today of the 7500-ton steel steamer Cascade the Todd Shipbuilding Co. has replaced the 10,000-ton total of tonnage floated to 60,000 tons within a year of the establishment of the plant.

ALL ALONG THE WATERFRONT The following affects the aids to navigation in the seventeenth lighthouse district according to Superintendent Warrack: Oregon—Columbia river, Astoria to Tongue Point, middle ground buoy, 2, 15 feet of water, changed December 14 to a second class spar without other change.

Washington—Grays Harbor entrance outer buoy, reported adrift December 17, will be replaced on December 21. Washington—Admiralty Inlet, Port Ludlow, Colvos Rocks buoy and Tala Point buoy, will be replaced December 19.

Oscar Schwarz, United States nautical expert, reports as follows: Harbor, San Pedro entrance light No. 2, changed to flashing red light December 21. Harbor, San Pedro entrance light No. 2, changed to flashing red light December 21.

California—San Pablo bay, San Pablo dredge, winter gas and bell buoy, 2, 15 feet of water, changed December 14, having been heretofore reported extinguished.

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GEN. MENCHER TO TAKE RYAN'S PLACE

New Director of Air Service Commanded Rainbow Division in France.

Washington, Dec. 21.—(U. P.)—Appointment of Major-General Charles P. Mencher as director of air service, to succeed John D. Ryan, resigned, was announced by General March, chief of staff, at his conference today with representatives of the press.

General March designated Colonel James A. Mars as General Mencher's assistant to replace W. C. Potter, formerly Ryan's assistant and who resigned with the resignation of the latter.

General Mencher has a particularly enviable record overseas. General March asserted. He was first in command of the Rainbow division and then promoted to the command of the Sixth army corps. He is now on his way from France and will assume direction of the air service immediately upon his arrival in this country.

Demobilization Goes on Rapidly Referring to the demobilization of the army in the United States, General March announced that an average of 30,000 demobilizations a day has been taking place during the week ended December 14, 188,522 enlisted men were released from the service. Figuring on a seven-day week, this brought the average to more than 27,000 a day.

However, many of the men discharged were from student army training corps, which did not work on Sundays, thereby bringing the average discharges to some 30,000 a day.

Since the signing of the armistice on November 11, 28,903 officers have been discharged, General March announced. In this connection he said it was interesting to note that the last army register, which contained the names of all the officers of the United States Army and on the retired list and published in 1916, contained the names of only 4840.

2653 Prisoners Recovered Last Saturday General March announced that the number of troops in the United States designated for discharge totaled \$24,000. Today he said that this number had increased to more than 900,000.

Interesting figures in reference to American prisoners of war were also made public by the chief of staff. Up to December 15, he said, there had been 2553 Yankee captives repatriated through the Red Cross and a few Americans had been entirely evacuated, with the exception of three wounded soldiers.

Southern Germany is being combed for wounded and sick Americans, and arrangements have been made for a sanitary train to run from Berns three times a week to transport those that are recovering. The train will be equipped with the exception of those in the army of occupation, now remaining in German territory, General March said.

Machinery Should Be Moved "For one thing, cargo space is sacrificed in the stowage of machinery too far to the fore. It could be located much farther aft without detriment to the vessel's speed or endurance, providing additional cargo space, amounting to scores of tons, could be obtained by strengthening by the use of steel instead of wood ship keels. Steel plate coasts, half moon shaped, for example, on the vessel's deck, instead of wooden cords diagonally employed, would add strength, also, if such were needed, and these could be added without the cost of construction. In fact, the use of steel beams might obtain valuable information from an inspection of the type of craft built and used on the Great Lakes, by the use of the same on the coast and other ports to Buffalo. You will not find a Ferris or a Howe type of vessel among them, and, as a matter of fact, they will endure greater hardships than if constructed of steel.

More Flexible "First, built of wood, the vessel is more flexible and in a storm or on a bar not so liable to break in two. Load it with, for example, a heavy gun. They constitute a most rigid cargo and a dangerous, if in the hold or on the deck of a steel vessel which has encountered a reef, typhoon or other severe storm. Not only is the cargo damaged, but the vessel is liable to break in two. Being flexible, to a certain degree, it is not nearly so liable to break in two, and with the acid and water extracted, which is easily made abundant by the use of the proper alkalis employed, the ship of wood would most certainly justify its universal use. The salt now used to absorb the acids, in the time of the war, was a most substantial and permanent industry."

Mr. Sanford is a mechanical engineer, and has seen service with the Cramps, the Newport News shipbuilders, the Great Lakes Shipbuilding company, Chicago; the Merritt Wrecking company of New York, Cleveland shipbuilding concerns, has navigated the waters of every sea and is sure he knows what he is talking about.

Divorces Are Granted Oregon City, Dec. 21.—Decrees of divorce were issued from the circuit court Friday afternoon by Judge Campbell, as follows: W. E. Fillmore from Marie Fillmore, Evelyn Sprague from Lester Sprague, and the court restored her maiden name of Evelyn Myrick, Nancy A. Jones from John Jones and the plaintiff restored her maiden name of Nancy A. Perkins.

50,000 Cookies Day's Baking for Grandma Company Fifty thousand, and often more, cookies a day is the record of the Grandma Cookie company, 384 Stark street, and the dairies are made by machinery and baked by gas. F. D. and D. E. Wheeler, owners, say that the past has been an "up and down" and fickle year on account of the war.

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WOOD SHIPS ARE EQUAL OF STEEL

H. C. Sanford Condemns Ferris and Howe Types and Gives His Reasons for Criticisms.

LAKES CRAFT COMPARED Assertion Is Made Wood Craft Will Stand Greater Hardships Than Those of Steel.

By H. S. Harcourt H. C. Sanford, who has been engaged in mechanical engineering, shipping, shipbuilding and with wrecking companies all his life, declares wood ships have many advantages over the steel ship, both in endurance and cheapness.

First of all, he says, fault has been found with the material which the wooden ships have been constructed, that it is unseasoned, put in the vessels before being drawn from the water and every pore is weak. It, all of which is true. "I know a process by which, at infinitesimal cost, the water and detrimental acids can be extracted from the wood and another alkaloid substance, cheaper than any other used, substituted, the latter indefinitely preserving the shipbuilding material. This is an absolute fact. I have tested it out and know it to be true."

Coast Favorably Situated "No place in the world is more favorably situated for wood shipbuilding than is the North Pacific coast. All things required for the construction of the yards so recently in active operation should be so unceremoniously closed and their splendid work allowed to rot. If it were not possible for the voices of reason to be heard in the ears of Washington, and a patent bearing be given to the explanations I could make of the reasons for the deficiencies of the present machinery too far to the fore. It is not necessary to schooling is not of the practical kind so necessary in this class of work."

When war closed the dye gates of Germany, American chemists, the equal of any in the world, got busy and today our nation, in respect to dyes, is independent of the Teutons, and soon is to become an exporter of dyestuffs as perfect and as good as any ever evolved in a German brain.

When prohibition ended the manufacture of intoxicants in Oregon, the fertile minds of the thinkers of our state turned their attention to the production of beverages as attractive to the palate as any of the condemned liquors and without their harmful ingredients.

The Cranmoo Manufacturing company, 414 Alameda avenue, turned its attention to the cranberry juice and with marvelous success. With a powerful press it extracts the juice from the berry, and when it is sweetened and bottled it requires no further attention. Theodore Bergmann sows three years ago will continue to produce a golden harvest.

The Cranmoo Manufacturing company is only 10 months old. H. M. Williams is president and treasurer of the company, and David Loring, secretary. Its active manager is E. D. Habensack, a man skilled in this class of manufacturing and who devotes his entire time to his work.

"We owe much of our success with the big hotels to A. G. Clark, manager of the Home Industry League," Habensack declares. "When Mrs. Ben Ely solicited us to unite with the league, we hesitated, surmising its benefits would not require us for the cost. But finally we were convinced by the eloquence of Mr. Clark got in touch with the managements of the high class hostelry and we got our products on their bills of fare at once. There is a man in the city who is not associated with anything but the highest quality of goods. Our 25 a month has been a good investment."

Army Man Praises Uniforms Made by Portland Factory Desiring an expression as to the quality of Oregon manufactures produced for the government for use by our troops in overseas campaigns, the Home Industry League addressed, among others, an inquiry to the zone supply officer, Fort Mason, San Francisco, relating to the quality of uniforms made by the Portland factory.

A reply was received the other day, explaining that the department does not wish to give any information relating to anything bought for the government, but in this case M. L. Gerstle, major, quartermaster corps, forgot the regulations long enough to reply to Mr. Clark as follows:

"Answering yours of the tenth instant, beg to state that the firm of Neustader Bros., Portland, has manufactured uniforms for the army during the past 18 months. The workmanship has been good and the company has been exceedingly prompt in its deliveries. The volume of its output has been very gratifying to the government. In fact, the relations of the government with Neustader Bros. leave nothing to be desired, and nearly all the military uniforms worn were made by this firm were furnished by the Portland and Oregon City mills."

And so it goes. If there is one thing for which the volume of its output has been very gratifying to the government, it is the quality of its manufactures, a fact which is being rapidly discovered wherever they be. In the volume of its output, Neustader Bros. is no exception, and this is something our home folk need to learn, particularly newcomers, wedded to their idols of the East.

Chinese Delegates on Way Seattle, Dec. 21.—(U. P.)—Chinese delegates to the Versailles peace conference will arrive in Seattle Tuesday and hurry across the continent to make steamship connections. Marshall Terhorne, representative of the state department, is here to greet them.

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Name of Product May Be Changed By Lambert Co.

That its name may be more expressive of its business, the Lambert Multiplex company, 325 Grand avenue north, has called a meeting of its stockholders to be held at its offices on Monday evening, the purpose being to change the name to one not so far determined upon.

In the patent office description of the Lambert non-puncture tire the word "Multiplex" is explained by the management as most copied to represent "multiple of bands plus a series of supports, but at present, on account of beneficial changes, the name is confused and no longer applicable to the enlarged business and conditions of the plant.

The manufacture of a stretchless belting and leatherless tires, inventions in themselves exceedingly valuable, has added new features to the industry, therefore Multiplex has no informative meaning in connection with the manufacture of the three valuable articles turned out by the company.

To stimulate interest in the proposition, \$25 will be paid by the company for the best copy of a design and another \$25 for the best design or trademark, if adopted by the company, or \$50 if a combined name and design presented by a stockholder is chosen.

DELICIOUS BEVERAGE BEING MANUFACTURED FROM CRANBERRIES Cranmoo Company Finds Sales Largely Increased Through Home Industry League.

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ADVERTISING PROVES OF GREAT VALUE TO PORTLAND SHOE MAN

Local Manufacturer Receives Order for Miners' Footwear as Result of Display in 1915.

By H. S. Harcourt Here is a little story illustrative of the life of advertising, particularly when the article advertised is alive with merit.

It was in 1915 that the Panama-Pacific international exposition was held in San Francisco, and the Theo. Bergmann Shoe Manufacturing company of Portland was one of the thousands of exhibitors. Among others of its manufactures it exhibited a line of miners' shoes, which were examined and admired by W. J. Foley, manager of the Argus Copper company, with offices at Grand Traverse, Mich. It was Mr. Foley who wrote the Home Industry league of the Chamber of Commerce of this city a letter, which was received on Tuesday, inquiring the name of the manufacturer, saying that it is his desire to invest in the Bergmann footwear, if at present obtainable. "They looked good to me," Mr. Foley declares, "and I would be pleased to lay in a stock for our employees. To my eye, they were the best and most substantial miners' shoes I ever saw."

Devote Adds Little Value It is attached to them which will make their wearing at least more convenient. If it does not add to their wearing comfort, it consists of a little patented device, invented by M. W. Traudgold of Bandon, and it promises to become as popular on workmen's shoes as the hooks invented many years ago at Grand Traverse, Mich. It is fastened to the top of the shoe and enables the wearer to use one lace instead of two, and without the annoyance of its becoming unloosed when coming in contact with brush or other obstacles. When the shoe is laced to the top, the end of the lace is run through an opening in the device, and a lever of which, similar to that on some typewriter ribbon spools, is turned over and the string is tightly and effectually locked so it cannot be accidentally unloosed. These soon will be attached to all Bergmann work shoes.

Advertisement of Value The life of an advertisement, however, is what the writer had in mind. Here in one building, the name of Mr. Foley's memory for three years, but it had not before become convenient for him to take advantage of the article it represented. After that, however, he has reached that point and has had to make an effort to ascertain the address of the maker of the Bergmann shoe. He has done so, and he has had to make an effort to ascertain the address of the maker of the Bergmann shoe. He has done so, and he has had to make an effort to ascertain the address of the maker of the Bergmann shoe.

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