

**STOP -- LOOK -- LISTEN
RETREADING
VULCANIZING**

We are experts on tire repair work.

We will be glad to inspect your tires and give you expert advice on them.

Cheap goods are not good. Good goods are not cheap.

WE USE ONLY THE BEST MATERIALS

ALL WORK GUARANTEED

SERVICE MILES SATISFACTION

**BRACKETT & GRAY'S
TIRE HOSPITAL**

279 N. Commercial St.
Salem, Oregon
PHONE 1400

**AMERICA BUILDS
VAST MERCHANT
FLEET QUICKLY**

**Three-Year Development
Equal to 25 Had Not Sub-
marine Appeared**

MANY MEN IN TRAINING

**New Sea Training Bureau Is
Preparing for Big Com-
mercial Future**

NEW YORK, March 16.—America has created merchant shipping within the past three years to the extent which ordinarily would have been developed throughout a quarter of a century had not Germany's submarine warfare destroyed tonnage in quantities so vast as to create a crisis in the world's maritime situation. This building of cargo ships which will restore the American flag to the seven seas is today only in its infancy, and the preparing of young men to take their places as sailors and officers on these vessels, and on those which are to come, is the problem which the United States shipping board has agreed to solve, through a sea training bureau established by its recruiting service.

rean was actually put under way on January 1. Beginning April 1 it will graduate into the nation's merchant marine about fifty boys daily. Seventy-five boys were transformed from farm hands, store clerks and others of civilian character into sailors during a period of training which terminated February 26—the first group of 50,000 which the shipping board plans to place in active service. This national system of turning landlubbers into seamen is in operation for the first time in American history.

"Man The New Ships" Is Cry. The United States Shipping Board is not basing its system of training on war conditions. Millions of tons of new shipping will go into commission under the American flag during the next two years and the cry "Man the new ships!" must be answered by thousands of American boys who lived far from the seacoast, according to Eugene E. O'Donnell, the Shipping Board's Supervisor of Sea Training.

New England boys, including many runaways, first responded to this call because the national headquarters of the sea training bureau was established at Boston. The age limits were then 17 and 27 years. Later they were changed to 21 and 30 years.

The United States shipping board chartered from the Eastern Steamship company last December the steamer Calvin Austin, formerly in passenger service between Boston and Atlantic ports father north. Subsequently a sister ship, the Governor Dingley, was taken into this service. The Meade once an army transport, may become the next unit of this fleet; and announcement is made that, with the establishment of a training station at San Francisco, the Princeton, a United States gunboat, will be taken over. As the system expands, other ships will be chartered for service along the Pacific Coast, and there will be vessels for the Gulf Coast.

Duties Are Manifest.

Life on board one of these training ships combines instruction and play. At 6 a. m. the 600 boys at present on the Calvin Austin arise and tidy their rooms. Breakfast and general work takes up their time until 9:30, when discipline and instruction begin. Then comes inspection, boat drill, "clean-up" and dinner at noon. Fire drill, seamanship, boat drill, knot-making and general work occupy the afternoon hours until supper. In the evening the boys have recreation—cards, dominoes, moving pictures, shower baths, sing-

ing, sometimes shore leave. At nine o'clock the recruits turn in. The boys received better food, it may be stated, than they may expect to receive on many of the merchantmen on which they will serve in later years. It is ample and nutritious. The Hoover program is observed by the chefs.

At Boston, Stanton H. King has the only war job of his kind. King is official chantie man of the new merchant marine. At the weekly entertainment which the recruits enjoy ashore at Boston, they are instructed by King in the ballads of the sea. Although a majority of the recruits will serve on steamers, some will ship on sailing vessels; chantie singing is considered to be valuable for both classes of men, as it insures teamwork when a crew is pulling on ropes. "Blow the Man Down," which came from the Atlantic sailing packet ships of old, and "Shenadoah" are among the favorites with these recruits.

Six Weeks' Work Quality. While the recruit's job is a volunteer one, he "signs articles" for the duration of the war, agreeing to serve under the United States shipping board. If he is of draft age, he is automatically exempt from military service. The government places him on a ship, when he has completed his training in some position which he has preferred or for which he has shown particular aptitude—seaman, fireman, coaler, oiler, water tender, cook or steward. Six weeks of training on the vessels of the Calvin Austin type qualifies him for service on a merchantman, with his legal status assured.

After two years of service subsequent to his graduation the recruit may enter one of the shipping board's free schools in navigation, of which thirty are now in operation along the coasts and at the Great Lakes, and here he may fit himself for officers' licenses, rising in a few years to the command of a vessel while still in his early twenties. During his training on the Calvin Austin and other vessels of this fleet the recruit receives \$20 a month.

This merchant marine will be thoroughly American. Only Americans are accepted as recruits. The new mercantile fleet will not have Spanish mess boys, Greek stokers, Chinese cooks, or Norwegian deck hands. Elimination of this foreign representation on American vessels is one of the United States shipping board's aims.

While all this is in progress, the country's maritime organizations are cooperating in a campaign of "sea education" in the interior of the United States. This has as its object the infiltration of the idea that federal legislation is necessary to keep the American flag throughout the world when the war is over. These maritime authorities, during the future peace days, will be indifferent and that "the vicissitude of politics" will permit another degeneration of America's merchant marine through failure to encourage the present development. For this reason the "special drive on the interior" is being made—not only with an eye to the future but for the purpose, meanwhile, of obtaining recruits for the sea training of today. At the present time this campaign is centered in Kansas.

**Candidate for District
Judge Brings Mandamus**

An attorney representing Paul M. Long of Portland yesterday instituted in the supreme court mandamus proceedings against the county clerk of Multnomah county to compel him to allow Long to file as a Republican candidate for district judge, Department No. 1, and to put Long's name on the official ballot. The case will be argued March 26. Attorney General Brown has held that the terms of office of the district judges in Multnomah county do not expire until 1921. It is to be a test case.

It used to be a sign of reproach for a young woman to be referred to as "corn-fed." But it is all the rage now. How times are changing?

"MEN! MEN! MEN!"
SEE CLASSIFIED AD

**SEWING
MACHINES
OF ALL MAKES**

I am always here and know all sewing machines, so I can regulate and adjust it correct. I sell machines that will do all the work any other machine does and then some more.. Needles and oil and new parts for all.

GEO. C. WILL, 432 State St.

**BURLESON WOULD
CONTROL PHONES**

**Plan to Take Washington
Property First Venture
in Municipalities**

WASHINGTON, March 16.—Postmaster General Burleson's proposal, now before congress, to take over and operate the national capital's telephone system heralds the first venture by the federal government in municipal public utilities.

Declaring that service here represents "grave failures in modern communication," Postmaster General Burleson offers to establish adequate facilities "and at reasonable rates." The postmaster general's proposal comes as the climax of an attempt by the telephone company to increase its rates and reduce its service, giving as reasons, the extraordinary demands put upon it by the government's war activities.

In his annual reports to congress the postmaster general has repeatedly recommended government operation of interstate telephone and telegraph lines as part of the postal establishment. Evidently he regarded the time opportune to propose that if congress would give authority, the postoffice department would make a start by operating the local system on surplus revenues of the postal service, and without increasing rates or reducing pay of employees. Expense of operation, he estimated can be reduced easily by one-third under government control. The entire revenue collecting and accounting system, he said, "can be practically displaced under postal

methods and the work reduced substantially to one of maintenance and development."

"The use of these great facilities of communicating by electricity," said Mr. Burleson in a letter to Vice President Marshall, "is woefully restricted among the masses of the people by the necessities of the interest of private persons who own and manage them. Among these masses of the people, even in Washington, the capital of the richest country in the world, the majority are shown to be denied this great convenience. Service should be provided at reasonable cost, in fact at as low cost as efficient service permits, so that the largest number possible may use it.

"The conclusion cannot be escaped that private rate-making is responsible for the out of date and inadequate telephone service and for its resulting breakdown from congestion of traffic in Washington. And the local company proposes relief only by destroying, through higher rates, even more of the existing traffic of the city."

Referring to the telephone system of the entire country, Mr. Burleson disclosed "it costs the American as much to send his communication over the wires, mile for mile as it costs him to ship a ton of freight on the railway."

Comparing toll line rates in continental Europe and America, Mr. Burleson gave congress figures to show that the average American rate for 100 miles is 60 cents against 20 cents abroad; \$1.50 for 300 miles as against 37 cents abroad; \$2.40 for 400 miles as against 39 cents abroad; \$3.00 for 500 miles as against 46 cents abroad; and \$4.20 for 700 miles as against 53 cents abroad.

**Resigned Councilman to
Be Guest at Hotel Dinner**

Roy S. Melson, who resigned his position as a member of the city council, will be an honor guest of the mayor and the other members of the council at a dinner at the Marion hotel Monday night prior to the meeting of the council at the city hall.

Mr. Melson is going to Alberta to engage in farming and his resignation from the board of aldermen was for that reason.

USED CARS

SEE THESE CARS BEFORE YOU BUY

TOURING CARS

1915 STUDEBAKER—5-passenger, Electric lights and starter; good tires. A snaf.

OVERLAND—5-passenger, electric lights and starter; in good condition.

SPURBAKER—Light 5-passenger, electric lights.

STUDEBAKER—Six cylinder, electric lights and starter.

TRUCKS

BUICK—Light truck, good tires; just right for the small farmer.

FORD—1500 lb. truck, new solid tires; in first class shape.

1915 four-cylinder STUDEBAKER chassis. This is a real buy.

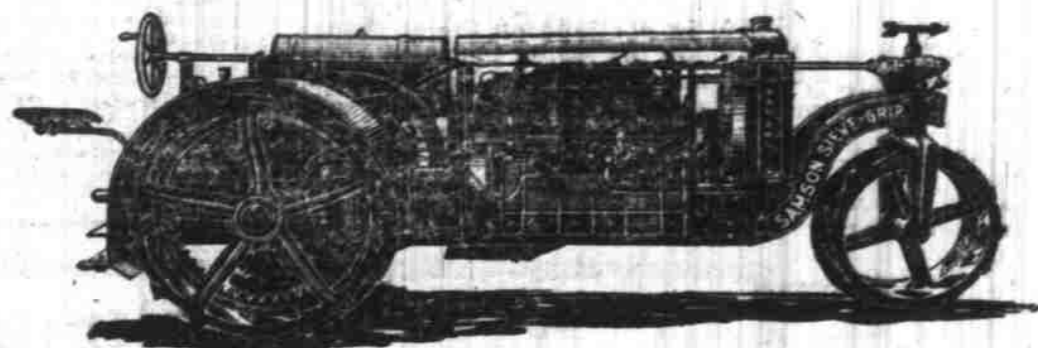
These Cars Range in Price From \$175 to \$1250

OREGON MOTOR CAR CO.

Ferry and High Sts., Salem, Or.

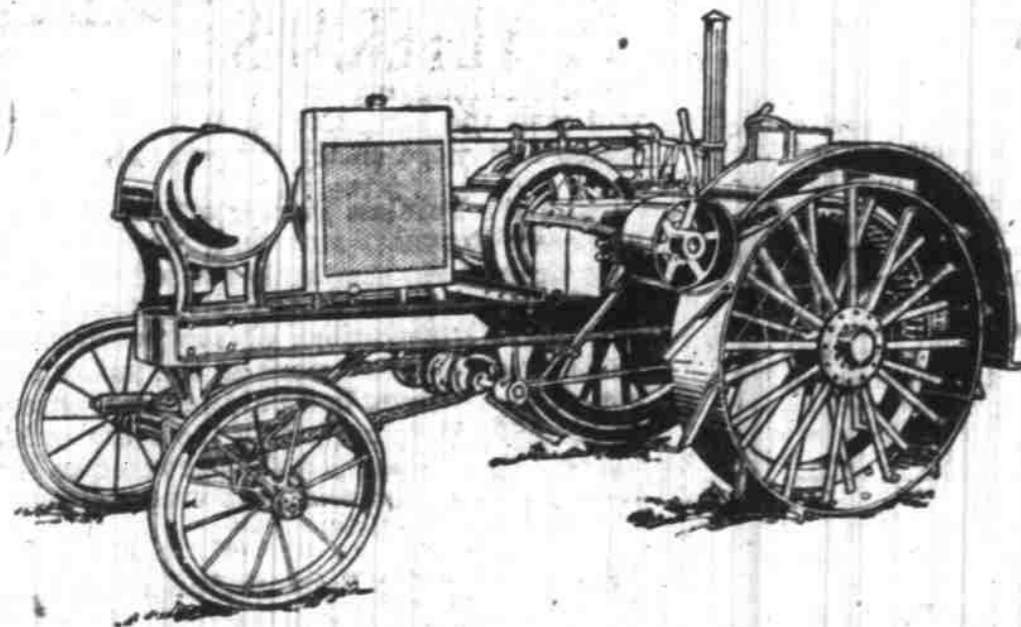
Phone 121.

Sampson Sieve Grip



Three car loads of Tractors now on the road will probably all be sold before they arrive. Place your order early and avoid delay.

WATERLOO BOY



We carry the most complete line of Tractors and have a Tractor for every need. Call in and see us if interested in cheaper farming.

VICK BROS.

260 NORTH HIGH

EXTRA PANTS

FREE

With Each Suit

This is the biggest bargain in Men's suits ever offered in Salem. Just think of it. Notwithstanding the increase in the cost of woollens we are offering these suits at former prices—and with AN EXTRA PAIR OF PANTS THROWN IN.

These are not ready made suits. They are tailored to your exact measure from high quality woollens. You select the material. We do the rest.

We guarantee satisfaction as to material, style, fit and finish.

This special offer will not last long so hurry and make your selection.

Hundreds of Woollens to select from

**SCOTCH WOOLEN
MILLS STORE**

426 State Street