

Daily Democrat

WM. H. HORNIBROOK, Publisher. Entered at the postoffice at Albany, Oregon, as second-class matter.

BUSINESS MATTER

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Established in 1865

FRIDAY, FEBRUARY 8, 1918.

DIVERS AND TONNAGE

Now we have another announcement that the government will award no more contracts for wooden ships. It comes at a time when very well authenticated reports are floating around to the effect that the divers are destroying tonnage faster than it is being replaced by new construction.

Testimony before the senate interstate commerce committee last Friday challenges attention. It was by J. W. Powell, actual head of the Bethlehem Steel Shipbuilding corporation, the world's largest shipbuilding concern. Here is an account of some of the testimony:

Powell declared that because of the labor situation it would be all but miraculous if America built 3,000,000 tons of shipping in 1918 as against an official estimate of 6,000,000 tons by the shipping board. Powell said he thought the shipping board, since its present organization, was, with rare skill and effectiveness, tackling the most tremendous task ever given a set of men.

The situation is simply this, he said:

"Last year I estimated that if we turned out 1,250,000 tons dead weight, we would have done a remarkable task. I think we did a trifle less than that. Three million tons this year would be a wonderful achievement."

Here is insistence by the biggest builder in the world that 3,000,000 tons is the limit for 1918. Along with it is the announcement of no more contracts for wooden ships. Simultaneous with the Powell statement and the "no more wooden ships" announcement is the following news dispatch:

Victoria, B. C., Feb. 2.—The British government has arranged for the construction at Vancouver and Victoria of 40 wooden vessels of 3500 dead weight tons capacity each, it was announced here today. The Victoria Shipbuilding company will build 20 of the vessels, while the remaining 20 will be constructed by the British-American Shipbuilding & Engineering company at Vancouver.

With the refusal of the shipping board to build more wooden ships, Great Britain, the leading maritime nation of the world, orders 40 wooden ships in one lot. What private interests in America think of wooden ships is disclosed in a request received by a Portland firm or estimates for the construction of 80 wooden ships to be built "after the war." The same firm has received a similar request for estimates on 20 wooden ships to be built now. These are mere instances of many such requests received regularly by most Portland yards from private interests all over the country and abroad.

The shipping board is now in able and effective hands. But with the fierce conflict between steel and wood interests, its work is sometimes confused and its policy confounded. The dilemmas and perplexities of the situation are enough to tax the powers of supermen.

But regardless of everything else, here is the status:

The power of America in France depends on ships, and there is claim that the divers are sinking ships faster than they are being built. Practical builders of long experience insist that America cannot, under its present program, produce more than half its estimated output for 1918. In the midst of this extraordinary situation, material, capital and workers are available in the Pacific Northwest for a greatly augmented tonnage of wooden ships, and private interests and the British government have unbounded confidence in wooden ships. Being closely on all this is the testimony of E. C. Knapp—a practical lumberman and shipbuilder of Portland, before a senate committee last Friday at Washington. Here are excerpts from Mr. Knapp's testimony:

There will be no question about getting the material if we are assured of a fixed policy of wood construction. There is no foundation at all for the fear that enough timber cannot be supplied to carry out the program. The letting of new contracts for ships would be an incentive to production. If public announcement were made to remove uncertainty as to the future of wooden shipbuilding, there need be no question as to private capital going ahead without the necessity of government aid.

An established policy of wooden ship construction, which will assure loggers and shipbuilders that contracts are forthcoming, is the prime need of the shipping board program in the Pacific Northwest.

There are tens of thousands of carpenters in the country who are not required in steel construction. They are an army that can be utilized in producing tonnage from the forests, a tonnage to be auxiliary to the steel tonnage operating through the war zone and auxiliary to the collapsed railroad transportation.

Wooden ships of new design and of 4500 tons dead weight capacity now under construction in Portland, with steam engines of 1600 horsepower

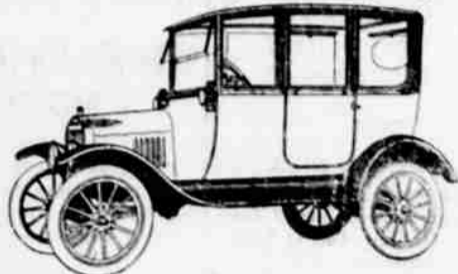
capable of developing 12 knots, every thing in the ship Portland built, are models of marine architecture with the latest approach to economic operation yet produced. They are worthy of the earnest consideration of the shipping board.—Portland Journal. We've got enough "less" days now without adding cheerless days. Buck up!

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More and more the enclosed motor car grows strong in popular favor. It's natural, especially with Ford cars, which are busy running every day of the year—winter and summer the Ford serves faithfully and profitably. So, for a real, genuine family car there is nothing equal to the Ford Sedan at \$695 f. o. b. Detroit. Seats five. Large doors, plate glass sliding windows, silk curtains, deeply upholstered seats, latest type ventilating windshield—a car of refined luxury with the everlastingly reliable Ford chassis.

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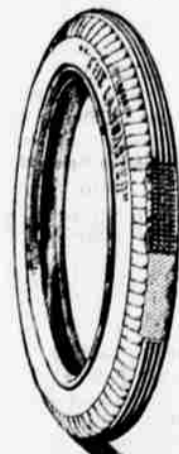
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CLASSIFIED

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FOR SALE—No. 1 alsike and red clover hay; also Hercules stump puller in good condition. Call A. A. Bender, Albany, Bell 60984. 19119\*

FOR SALE—Nice height straw. Call E. K. Clew, 8315 Home, on 11th best Ballack Farm three miles southwest of town on Corvallis Road. 129\*

FOR SALE—One good general horse, 1 light hack; 1 buggy; 1 good double harness; 2 or 3 sets single harness; 1 12-in. steel plow; 1 pair platform scales, and various small farm tools. 632 Walnut St., Bell phone 240-Y. 4511\*

FOR SALE—Baled oat straw, \$10 per ton. Hector House Home 2004.

FOR SALE—Two Indian 1913 model of motor cycle in good condition, \$40 each. Call at 806 Elm St. 4668\*

FOR SALE—34 1/2 acres one and one-half miles west of Lyons, Lincoln county, 28 miles east of Albany, borders on the Santiam river; about seven acres cleared, old house and barn of little value; \$550 cash. Address Richard Staab, Home, Hotel Wabash, Portland, Ore. 1216 4 & 4\*

FOR SALE—Rent, or trade, seven-room modern house. Inquire at 535 Second and Calapooia St. 2291\*

FOR SALE—Buick Touring Car in good running order, a bargain for someone. W. A. Eastburn. 3241\*

FOR SALE—1916 Oakland six in good condition; 3 good tires, bumper, spotlight and other extras. Ask for demonstration at Kenton's Cash store. 3211\*

USED CARS—We have a nice line of used cars including Dodge, Maxwell, Overland, Oakland, Studebaker and Ford. All at bargain prices. Albany Garage. 149

BAMBOO NEEDLES—Bamboo knitting needles for sweaters and socks. E. M. French & Son. 149

FOR SALE—Dry second growth fir wood; \$5.30 a cord delivered. Also clover hay \$12 a ton delivered. Phone Bell 60762. 149\*

A SNAP for a quick sale, a five-acre tract 2 miles from Albany, all under cultivation, one-half sowed in crop for hay. Good small bungalow, woodshed and well close to good school. Must sell at once. Cash or terms, \$785. Davenport's Music House, Albany, Oregon. 156 4 & 4\*

FOR SALE—2 doz. Brown Leghorn hens. Great egg strain. Mottled face. Big layers this spring. Got boys. Won't last long. Home 9004 after 6:30 p. m. M. B. Cole, North Albany. 79\*

A BARGAIN—Practically new 220-cub. Petaluma Incubator. Self-regulating. You can go to sleep and feel safe. High record batches. None better made. A chance to save money. Write or phone Home 9004 after 6:30 p. m. M. B. Cole, North Albany. 79\*

FOR RENT—A house with two lots—chicken house, modern conveniences, \$6.50 per month. Call Bell phone 343-R. 3111\*

For Rent

FOR RENT—A house with two lots—chicken house, modern conveniences, \$6.50 per month. Call Bell phone 343-R. 3111\*

Help Wanted—Male

PAPER MILL RUNNING FULL, but strike has not yet been declared off. Take Southern Pacific train to Oregon City and walk across the bridge to West Linn. There are over 850 men on the pay roll. All inside jobs are taken, but a few yard jobs still open at \$3.10 for 9 hours. Board and room in Oregon City for \$6.00 to \$7.00 per week. The man on the job has the best chance for inside work as it offers Apply Crown Wilmamette Paper Company Employment Office on mill walk. Non-union contract. This is steady work. Don't mind the snow and rain. 149

Help Wanted—Female

GIRL WANTED—For general housework, country. Home phone 7404. 159

Miscellaneous

LOST—Black silk glove, right hand, 7 1/2 size. Please leave at this office. 146\*

SEALED BIDS close at 3 p. m. Saturday, Feb. 9, 1918, for property

at Main and First, Nos. 104, 106, 112. Agent reserves the right to reject any and all bids. Mrs. H. J. Drake, agent, general delivery, Albany, Oregon. 129\*

10 CENTS EACH—Five sticks suitable for potatoes. J. Bryant. 629\*

FURNITURE upholstering, repairing, reupholstering and packing. Mat. trees made over. Expert workmanship. Charges reasonable. Estimates given. Bartley's Furniture Exchange, 413-417 West 11th St., Bell phone 751. Home phone 4182. 179

THIS WEEK ONLY—Oregon Cash Grocery's shoes club. Saturday night. Many are glad they made purchases. Thirty dollars worth of fine good stock. First class groceries at one price make price club. 25 & Perry Sts. 128\*

WANTED—To buy all kinds of hides, junk, sacks, second hand goods, etc. For Sale—Counters and drawers. See Rogaway, Second and Baker. 3111

WANTED—Poultry netting. For sale, S. C. White Leghorn cockerel. O. A. C. strain. See Ed Viereck at Democrat.

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