

Washington, D. C., March 5.—Believe it or not, the navy department is building boats in the Rocky mountains where there is no ocean and not even a river to float them. And if the navy can build boats on the continental divide it can also build them at Pendleton, Bend, LaGrande, or any other interior point in Oregon. This war is going to be different, and much of the difference came with the debacle at Pearl Harbor.

From Pasco a contractor came to the national capital last spring and asked for a contract to build small boats, craft that could navigate the Columbia to the sea. The brass hats of the navy smiled tolerantly, replied that Pasco was too far inland for anyone to think of building boats whose destination was blue water. The contractor was persistent, the navy firm—and no boats. The idea is not ridiculous now.

Up in the Rocky mountains the navy is constructing escort boats, such as have been let to contractors along the Oregon and Washington coast. They are made "knock-down" style, shipped on flat cars and landed at coast ports where the pieces are put together, and away goes the escort ship. What the navy is doing on the backbone of the continent it can do anywhere else. Secretary Knox is already saying that the threat of Japanese invasion makes it advisable to move industries some 200 to 400 miles inland—and his subordinates have started in with the escort ships. They may get around to building knock-down de-

stroyers later and assembling them a Pacific coast ports.

In the war building the other day the topflight officers were holding an off-the-record session with members of the senate military and appropriation committees and the officers were letting their hair down. There was some complaint at lack of production in certain essential materials, talk of the positions now lost to the Japanese which must later be retaken, and always the point that time is everything. The sooner material is available the better for the cause of the allies, said the military experts over and over again.

If time is so important and you need all production possible, said Senator Rufus Holman, addressing Lieut. Gen. William Knudsen (army still doesn't like a civilian given such rank). why did you send the aluminum rolling mill to Spokane? The time lost would have furnished an armada of bombers. The general said the government did not want the

plant destroyed by enemies, as it might be if located at Fairview. Why, then, inquired Holman, did you locate the aluminum ingot plant at Tacoma? On account of current, answered Knudsen. If you mean power, said the senator, the Tacoma ingot plant is served from Bonneville, about 14 miles from the Fairview site.

Laundries and cleaners will soon be notified by war production board that they must reduce the use of chlorine to the minimum—they are already working under reduced orders. Papermakers are in the same boat. With the expanding war production program the demand for chlorine is such that white shirts may not return from the laundry white, but gray, and women's clothing will suffer. It is this pressure for more chlorine that is causing a study to be made of the Pacific northwest and, unless reports are haywire, there will be two or three chlorine plants installed "east of the

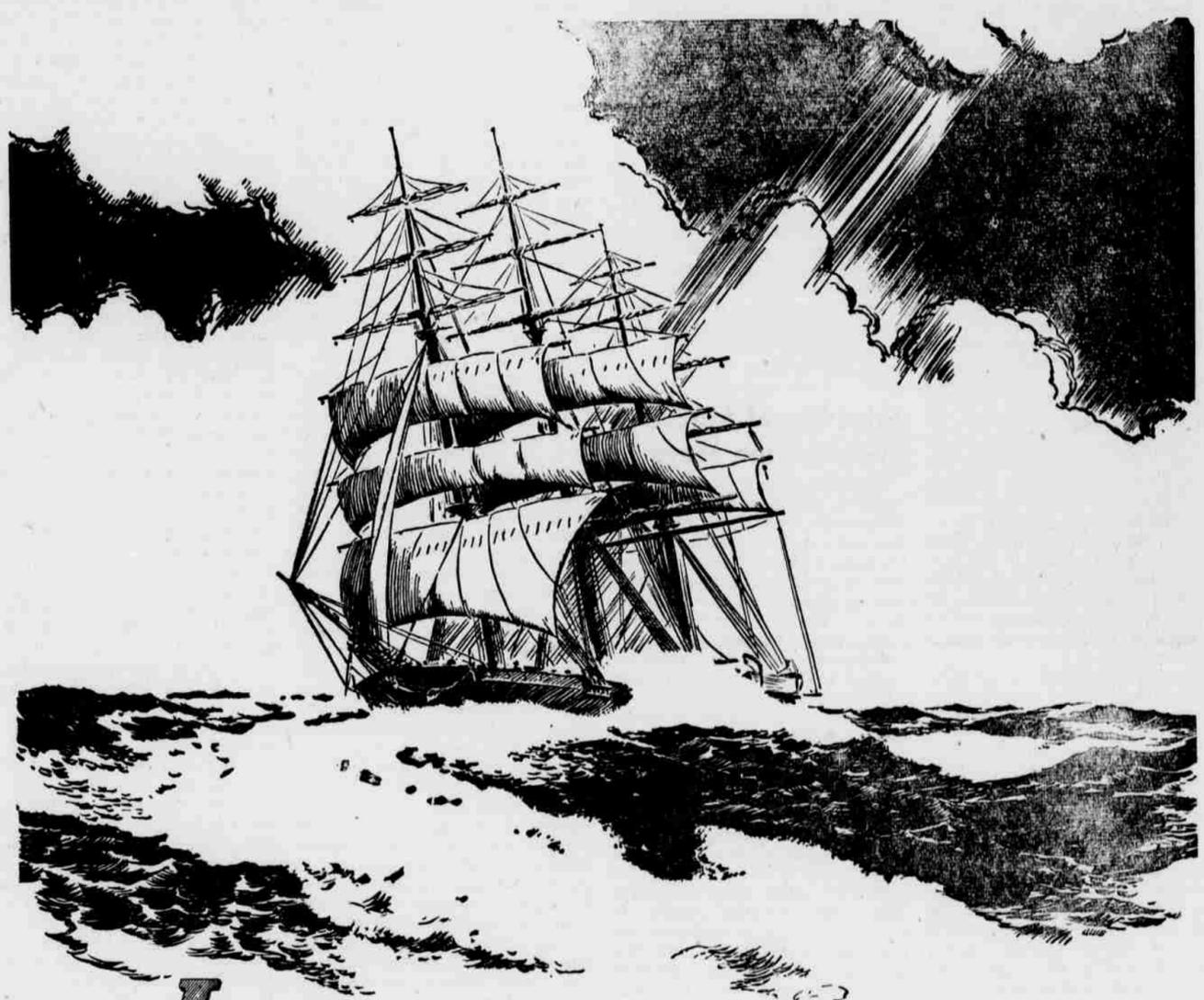
Mountains."

Preparing to scrape the bottom of the barrel for man-power, the high-erups are working out a plan to enlist a corps of specialists who might be regarded as trouble-shooters. The idea is to build up a corps of civilians and place them in uniforms of distinctive type, using them to displace army officers in administrative positions. The men wanted must be over draft age and be technical experts in business and other lines. The specialists could be sent with AEF to look after details in their particular lines. It would be one way of enabling men to do their bit who are too old to carry a gun but whose training is valuable.

Before the far west becomes excited over the proposal of Secretary of the Interior Ickes to build power plants from the Palisades to Skagit river and from Couer d'Alene to Detroit, some figures accumulated by the federal power commission will

be of interest. It is estimated that the yearly capacity of turbine manufacturers is 3,500,000 kilowatts; of this amount the steam equipment represents 2,500,000 kilowatts and hydro equipment 1,000,000. The navy wants turbines to generate 13,000,000 kilowatts by 1945; the maritime commission requires turbines for the fleet it has under construction which by 1945 will represent the grinding out of 29,000,000 kilowatts. It is apparent that the manufacturing capacity is loaded up unless some new factories are built, and between the two-ocean navy and the seven-ocean merchant fleet there is little hope for turbines to use in the proposed power program.

BUYER MEETS SELLER IN OUR AD COLUMNS....



IT'S THE STORM THAT TESTS A SHIP!

Almost any ship can sail in a calm sea. It takes a storm to test the timbers and crew.

This thought has been an inspiration for the entire Pacific Power & Light organization during the past 32 years . . . as it fought hundreds of sleet, snow, wind and lightning storms; floods, fires and all the other dangers to a power company.

But today every American is facing the worst storm of all time—TOTAL WAR.

Many of Pacific Power & Light's technicians are serving with the army and navy. The remainder of the smooth-working and efficient team are hard at work rushing additional power to scores of war industries . . . building new lines to scattered airfields, army and navy establishments, shipyards, and food processing plants.

Because of their experience in meeting emergencies, PP&L employees have been called on to take a leading part in civilian defense activities. And, of course, the company must continue to cope with regular operating troubles.

But come what may, the entire PP&L organization—experienced and trained after 32 years of meeting crisis after crisis—will keep on giving you, and 74,000 other users of its cheap electricity, the highest quality service consistent with "all out" war production.



OUR CREW IS SIGNED UP 100%

We are proud to announce that all 796 men and women in the Pacific Power & Light organization are now setting aside a generous part of their monthly income for the purchase of United States defense bonds.

Every civilian, no matter how vital his job, must do more than work harder. War costs money! That is why every man and woman on the PP&L staff has signed up to contribute generously to the national war chest.

PACIFIC POWER & LIGHT COMPANY
32 YEARS OF PUBLIC SERVICE

STAR Reporter

FRIDAY-SATURDAY

APPOINTMENT FOR LOVE

Charles Boyer, Margaret Sullivan, Rita Johnson, Eugene Palette

A mad, merry design for loving... the prize-surprise of the year.

—Plus—

JAIL HOUSE BLUES

Nat Pendleton, Anne Gwynne, Robert Paige, Warren Hymer

A rowdy comedy with music, loaded with sock lines, sock gags and a few well aimed socks at the jaw . . . will more than please anyone looking for a laugh.

SUNDAY-MONDAY

SHADOW OF THE THIN MAN

William Powell, Myrna Loy, Dickie Hall, Asta (the dog), Henry O'Neill

Riotous Nick and Nora Charles are back after two years, better than ever, and gaily doing more of the slap-happy things you've always loved them for!

TUESDAY

Bargain Night

PARIS CALLING

Randolph Scott, Elizabeth Bergner, Basil Rathbone, Gale Sondergaard, Eduardo Cianelli

A suspenseful, timely spy melodrama with a top-ranking cast turning in splendid performances.

WEDNESDAY-THURSDAY

YOU BELONG TO ME

Barbara Stanwyck, Henry Fonda, Edgar Buchanan, Ruth Donnelly

A saucy comedy that will keep you roaring your approval all the way through.