

OCEAN JITNEYS BEING REJECTED FOR BIG SHIPS

Cheap, Quickly Built Vessels Designed for U-Boat Emergency, Not Ordered by Shipping Board, Altho Sea-Worthiness is Demonstrated—Vessels Ordered Bigger, Slower Built.

BY HARRY B. HUNT. (Staff Special.)

WASHINGTON, July 2.—What will best serve Uncle Sam's need for boats during the war—on ocean jitney that can be built quickly and by the hundred, or an aquatics touring car, much better looking, somewhat speedier, and perhaps more durable, but which can be produced only by the dozen and which will take three to six months longer to build?

Deadlock Over Question.

That is the question that has muddled up all the plans of the federal shipping board, has brought President Denman of the board and Gen. Goethals, his construction chief, to loggerheads, and threatens as great injury to our shipping thru lack of production, as do the German submarines by actual destruction.

So far, the preference has appeared to be for an ocean-touring car, even if we have to wait considerably longer for it.

The one boat offered that could be produced on a "quantity-production" basis has been shunted aside in favor for more beautiful models requiring much more time and expert labor to construct.

Jitney's Seaworthy.

No question has been raised as to this ocean jitney's seaworthiness, its cargo capacity or the increased speed with which boats of this type could be built. But chief consideration seems to have been given the matter of appearance, and of usefulness five or ten or twenty years from now, and all contracts have been for vessels of a type that, while undoubtedly better boats for normal requirements, may not be completed until Germany's submarines have strangled England and the "emergency" is over.

Edward S. Hough of San Francisco has designed a boat directly to meet emergency requirements. As far as possible her design has been kept to straight lines. Ninety percent of the work in building boats of this type could be done by ordinary carpenters and bridgebuilders, and the timbers could be used almost as they come from the mills, very little additional shaping being required.

Ordinary Boat Curves.

The ordinary wooden boat, however, is all curves. Every timber in her frame and every plank in her sides has to be cut or fitted on the job. Expert ship carpenters are required, not for 10 per cent of the work, but for 90 per cent.

C. T. Clayton of the department of labor, who reported on the construction features of the Hough design, stated:

"Under like conditions of yards, personnel and material supply, I believe the Hough model can be constructed in from one-third to one-half less time than other models of wood ships.

"The Hough plan," he says, is well adapted to the employment of intensive factory construction methods. It is possible to employ a much larger proportion of labor unskilled in ship construction, than in the conventional models."

Deliver in November.

Contractors have offered to agree to begin delivery of ships built on the Hough model by November. All contracts let to date, however, have been for a conventional model of wood ship, requiring months longer to build, or for steel ships requiring still more time.

The Hough boat was approved by the American bureau of shipping for the best rating for insurance. Her seaworthiness and structural correctness also was certified to by Theodore E. Ferris, consulting architect for the United States fleet corporation. Almost immediately afterwards, however, Ferris qualified his approval and another design, worked out by Ferris himself, for a much more handsome boat—requiring from two to four months longer to build—was recommended. All wood boats contracted for have been for the Ferris model, on which deliveries cannot begin before next March.

Meanwhile submarine sinkings are again on the increase.

NOTICE.

Barber shops will be open Tuesday, July 3d, until 10 o'clock p. m. Closed all day Wednesday, the Fourth.

Mr. and Mrs. C. F. Kimball of Redding, California, were week end guests in the city.

THIS IS THE KIND OF TOWN YOU'LL LIVE IN IF YOU'RE SELECTED FOR ARMY SERVICE

Citizen Soldiers to be Made as Comfortable as Possible in Mammoth Cantonment Cities, With Many of the Things That Make Home Sweet—Houses Are Built in Orderly Rows.

(By Gilson Gardner, Washington Correspondent.)

WASHINGTON, July 2.—The task of housing half a million soldiers while in training is now well started. Preliminary contracts have been let and the cantonments, as they are called, should be ready by October.

A premium is to be paid for speed of construction. The army must be trained and it cannot be trained until it is housed. Therefore, the building of these cities before the snow flies is more important than the having of a few dollars.

Sixteen Cities Built.

Sixteen cities each of 40,000 population, are to be constructed in 90 days. This is some job. Each city must have its wooden houses, its streets, sewers, water systems, electric lights, railroad yards, water mains, garbage incinerators, amusement hall, storage structures and scores of other incidentals to the life of a military city.

As much money will be spent in 90 days as the government spent on the Panama canal in a year.

The sites have been selected and most of them surveyed and laid off into their future streets, drill grounds, ball fields, freight yards and residence sections. In some instances the lumber and other materials are on the way.

Each cantonment will require about 4000 carloads of material, and it is estimated 150,000 cars will be diverted from their usual business to take care of the cantonment work.

Material Needed.

Each of these wooden cities will require 26,000,000 feet of lumber, or 1325 carloads, one carload of roofing nails, 812 carloads of crushed stone for the roads, 28,000 squares of roofing, 20 carloads of miscellaneous hardware, 20 carloads of plumbing material, 192 carloads of tanks, heaters, stoves, ranges, pipes, electrical materials, refrigerators and the like; 30 carloads of ties and other timber; 20 carloads of railroad spikes, ballast; 10 carloads of electric light poles, wires, insulators; 12,000 cubic yards of concrete, and 175 carloads of sand.

The typical cantonment house is a wooden affair set up on posts about four feet from the ground; the peaked roof is about 25 feet high, and the floor of each house is about 255 feet wide and 125 feet long.

In most of the plans the men are to sleep in double-tiered bunks.

Each house has its little book case, wooden table and wooden dresser.

The window is screened with metallic screening.

What Each City Needs.

Each city must have 37,000 separate bunks and mattresses, which will require 125 cars to move them.

Each city will require 150 carloads of hospital equipment, three carloads of screens and 20 carloads of construction tools.

Each cantonment will contain about 1000 buildings. The kitchen and the mess hall are separate from the living buildings; each company having its own kitchen and mess.

The government already has had some experience in rushing up these mushroom cities for the army. On May 14 the quartermaster's department received orders to have quarters ready on June 15 for 150,000 men. This meant the erection of \$7,000,000 worth of new buildings at nine different posts. That work has been completed.

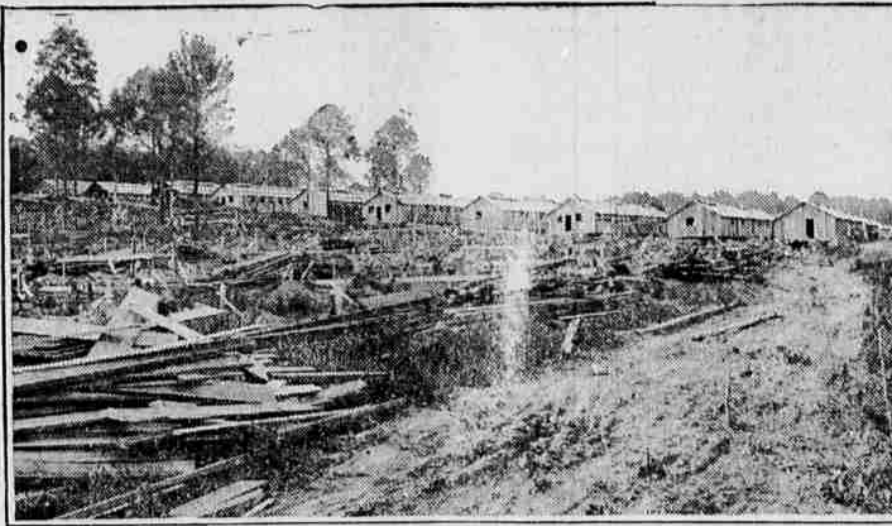
A typical city of this sort is located at Quantico, Virginia, where 8000 marines are to make their home.

At one end of the cantonment site one sees the virgin forests, next he sees where the forest has been burned and felled; next to this are the scantlings and posts stuck into the ground which are to be the foundations of houses, and then come the houses in all stages of construction, with the completed product at the far end of the camp.

Three weeks ago this land was as Captain John Smith discovered it. Soon it will be a city with paved streets, modern improvements and a teeming population.

LAND SCHEMES AGAIN CAUSE THEIR INDICTMENT

PORTLAND, July 2.—A grand jury in the federal court today returned indictments against Frank Alley of Roseburg, Ore., and Carlis Byron of Seattle, Wash., on charge of using the United States mails to promote land fraud. They are accused of having manipulated a location scheme affecting lands in California. Twice previously they were indicted, but the cases against them failed for lack of evidence.



The cantonment city of the U. S. marine corps at Quantico, Virginia—a type of the 16 others now being rushed to completion. Above is shown a row of houses on the freshly cleared land with the primeval forest in the background; below is a typical street between the almost finished dwellings where men selected for service will live while being trained.

PULPITS RESOUND TO DOCTRINE OF PREPAREDNESS

WASHINGTON, July 2.—Thruout the country, from the pulpits of churches of all denominations, the doctrine of Citizenship Preparedness was again proclaimed yesterday. Responding a second time to the appeal of the bureau of naturalization of the U. S. department of labor, the clergy of the United States with remarkable unanimity, delivered citizenship sermons on the date selected because of its close proximity to Independence Day.

The gospel of good citizenship was enunciated in cities and hamlets to large and prosperous congregations and to small and struggling bands of worshippers alike. From the pulpit came the powerful plea that now, with the nation fighting on the side of righteousness and humanity, American ideals and patriotism should be instilled in the mind of the foreign born residents of the country.

The second observance of Citizenship Sunday indicates the continued co-operation of the church in the nation-wide effort of the bureau of naturalization to have increased facilities provided for alien instruction. Last year, the request of this progressive department agency that a Sunday be set aside for this patriotic purpose was universally complied with and the suggestion that it become a permanent, annual institution was cordially endorsed. It was with a realization that the churches could aid materially in forwarding the good citizenship movement and inspire immediate and aggressive action in communities which had hitherto failed to join this great educational campaign, that the appeal was made.

The results show the wisdom of that appeal, for now the public school authorities of approximately 1800 cities and towns, co-operating with the bureau of naturalization, are extending night school instruction to candidates for citizenship and in this great work the churches of the United States have been conspicuously active.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, prostrated it into a general one. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only Catarrh cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials. Address: F. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists. Beware of cheap imitations. Take Hall's Family Pills for constipation.

REGISTRATION OF HOUSEWIVES BEGUN

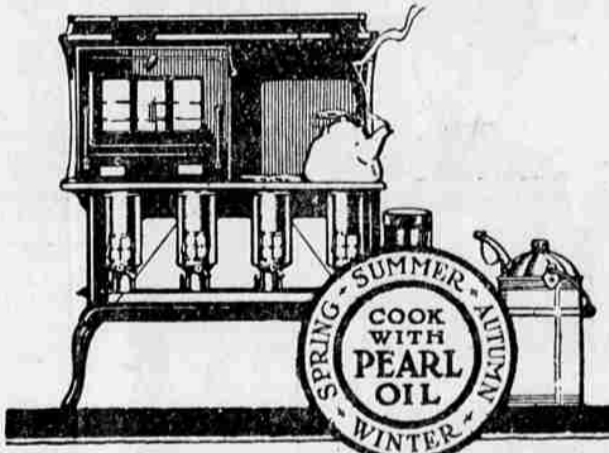
WASHINGTON, July 2.—Registration of the country's housewives as members of the food administration was begun today by state defense council and the women's defense committee of the national council. Dr. Ray L. Wilbur, head of the administration conservation section said it was hoped enrollment would be completed within two weeks.

Every housewife will be asked to sign and mail to the food administration a pledge to follow the directions of the food administration concerning food economy within the home.

COCCHI DETECTIVE RECEIVES WARNING

BOLOGNE, Friday June 29.—(Delayed.)—Joseph W. Grigg, the New York detective, who came here in connection with the case of Alfredo Cocchi, the murderer of Ruth Cruger, has been warned that he will meet the fate of Lieutenant Petrosino.

Lieutenant Joseph Petrosino was chief of the Italian bureau of the New York detective force. He was



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sent to Italy by the New York police department in the spring of 1909 and in March of that year was assassinated at Palermo, Sicily. The murderers of Petrosino were never brought to justice.



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A popular home drink that provides hot-day comfort of the right sort.

Directions: Postum made in the usual way, chilled with ice, and served with sugar, and either a dash of lemon or cream to taste.



This store will be closed all day Wednesday, July 4th. Will be open Tuesday, evening to accommodate the public.

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Wild West Show

AT

ASHLAND

July 3-4-5

Bucking Contests, Maverick Races, Steer Riding, Steer Bulldogging, Cowgirl Races, and many other special events. Wild horses from Eastern Oregon and Nevada.

SPECIAL TRAIN FROM GRANTS PASS

JULY 4th and 5th.

7:20 a. m. Lv. Grants Pass, Ar.
7:20 a. m. Lv. Grants Pass, Ar. 12:30 a. m.
8:45 a. m. Lv. Medford, 11:10 p. m.
9:20 a. m. Ar. Ashland, Lv. 10:30 p. m.

Train stops at intermediate stations.

LOW ROUND TRIP FARES.

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Return Limit July 6, 1917.

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John M. Scott, Gen. Passr. Agt., Portland.

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